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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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We make and sell flour and corn meal.

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O'Donnell Grain Co.

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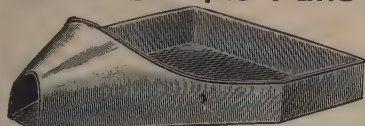
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When we get your trade we will be just as anxious to hold it as we are now solicitous about having you send a trial car.

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Made of sheet aluminum, formed by bending, re-enforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

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SHIP NEW CORN NOW

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We also handle all grades of chicken feed wheat, feed
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Brewers Dried Grains
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"Satified Customers"—Our Motto

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Means Prompt Returns.

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Established 1881

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Rooms 1005-6-7-8 Corby-Forsee Bldg.
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OATS, CORN, BARLEY, RYE

Get Our Prices—It Will Pay You

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500,000 bu. Fireproof Elevator,
1,000 bu. per hour Drier.

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and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
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THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and cleaned white oats.

WHITE GRAIN CO.**SHIPPERS**Fancy Oats Mill Oats
Milling Wheat
Off Grade Wheat BarleyWrite for Samples and Quotations. **DULUTH****Randall, Gee & Mitchell Co.****SHIPPERS****Oats, Mill Oats, Screenings, Barley
and Feed Wheat****DULUTH - - MINN.****UNITED GRAIN CO.**Mill Oats Chicken Wheat Screenings
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and are**EAR CORN SPECIALISTS**
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a tip: Get in touch today with**GRAIN
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CONSIGNMENTS SOLICITED

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OATS and BARLEYSend samples all off grade grains.
Consignments Solicited.**Produce Exchange, NEW YORK****BALDWIN GRAIN COMPANY**

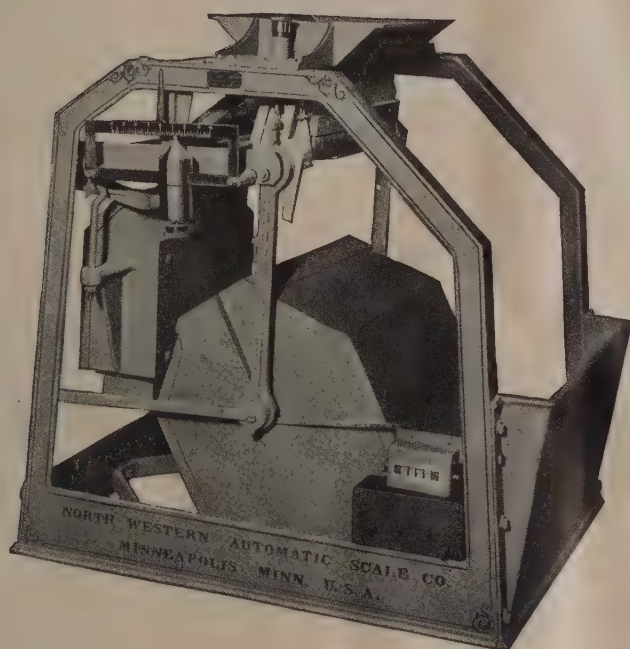
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BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr.**BLOOMINGTON, ILL.****Record of C. N. D.
QUOTATIONS**Quotation Record, Form 97A, is formed of
sheets of bond paper ruled to facilitate the
recording of daily market prices of different
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tions, 4 Corn and 4 Oats; have spaces for the
market hourly and at close. Closing prices for
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book form—a year's supply. Price 75 cents.**GRAIN DEALERS JOURNAL****615 S. La Salle Street Chicago, Illinois**

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"The simple scale with the tilting bucket"

The KLINGLER with its prominent points of merit is converting many men to the automatic.

Because the KLINGLER is simple in construction it is simple in operation, features that are convincing the moment you give them thought.

Space here will not permit telling the whole story but our illustrated booklet does and a copy can be had for the asking.

*"If you will weigh the facts before buying
you will weigh your grain with a KLINGLER"*

KLINGLER MANUFACTURING CO.

Formerly Known as

NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg.

Minneapolis, Minn.

FLEXIBILITY

"FLEXIBLE as a Belt" means all it implies when referring to Link-Belt Silent Chain. Yet the toothed gearing action means transmission without slip or loss of power. No high tension—no excessive journal friction—no long centers—all the advantages of the leather belt coupled with 98 per cent guaranteed power transmission efficiency.

LINK-BELT SILENT CHAIN DRIVES

are an asset in every busy factory today—they increase production by transmitting all the power developed by the motor or engine. You need their many advantages for driving your lineshafting and machines. Investigate and learn how easily and how quickly you can apply Link-Belt Silent Chain to your present equipment.

Flexible as a Belt—Positive as a Gear—More Efficient than Either. Write for our 112-page price list Data Book No. 125.

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Buffalo . . . 698 Ellicott Square
Cleveland . . . 1304 Rockefeller Bldg.
Detroit . . . 732 Dime Bank Building

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Birmingham, D. T. Blakey, 309 Am.
Trust Bldg.
Charlotte, N. C., J. S. Cothran, Com-
mercial Bank Bldg.
Toronto, Canadian Link-Belt Co., Ltd.

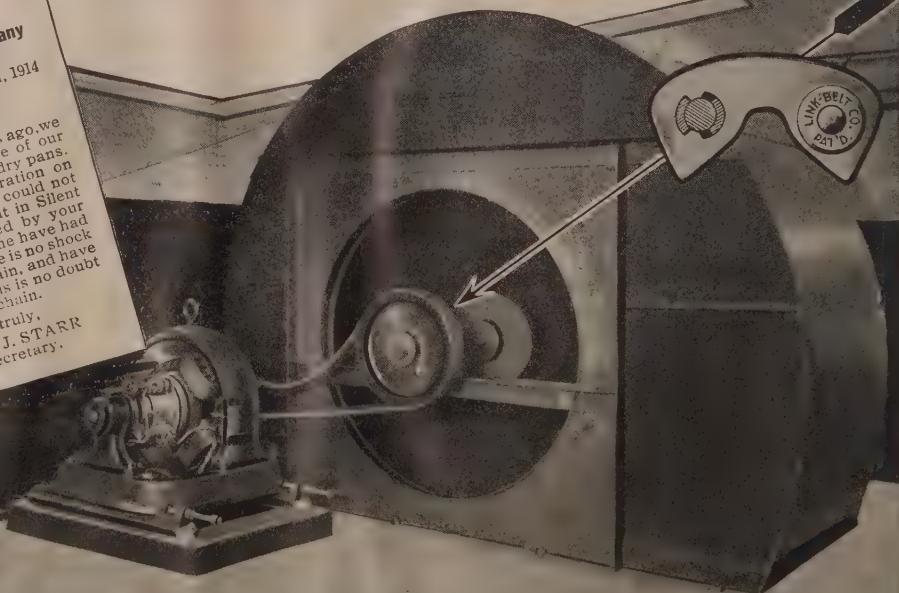
The Robinson Clay Product Company
Akron, Ohio
September 28th, 1914

Link-Belt Company,
Cleveland, Ohio.

Gentlemen:—Six or seven years ago we installed a lot of motors at one of our plants, direct connected to our dry pans. Because of the excessive vibration on these drive pans, we found that we could not thus drive them. We then put in Silent Chain Drives, manufactured by your Company, and since that time have had positively no difficulty. There is no shock on the motors, due to the chain, and have had no motor trouble. This is no doubt due to the flexibility of the chain.

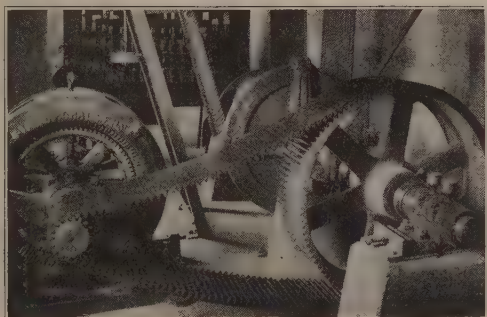
Yours truly,

(Signed) JOHN J. STARR
Secretary.



ALLIS-CHALMERS EQUIPS

SOO LINE ELEVATOR!



Rugged in Construction
Efficient in Service

ALLIS-CHALMERS MOTORS

Meet every requirement
for motor drive.



THE SOO LINE TERMINAL ELEVATOR

of MINNEAPOLIS is equipped with 54 Allis-Chalmers motors.

The upper left hand photograph in this ad shows a 100 H. P. motor drive in this elevator.

Because of their efficient service and their rugged construction, which assures reliable operation, Allis-Chalmers motors are specified by discriminating purchasers.

Let us tell you more about them

ALLIS-CHALMERS MANUFACTURING CO.

General Offices: Milwaukee, Wisconsin

Sales Offices in All Principal Cities



Install
AMERICAN
Transmission
Rope

in your power plant and forget
 the word "shut-down."

"AMERICAN" is made four
 strands with Graphite center
 core and tallow laid.

No external dressing required.

High Grade Car Puller and Transmission Rope Our Specialty

Immediate Shipments Made

AMERICAN SUPPLY AND MACHINERY COMPANY

1102 Farnam Street, Omaha, Neb.

SONANDER

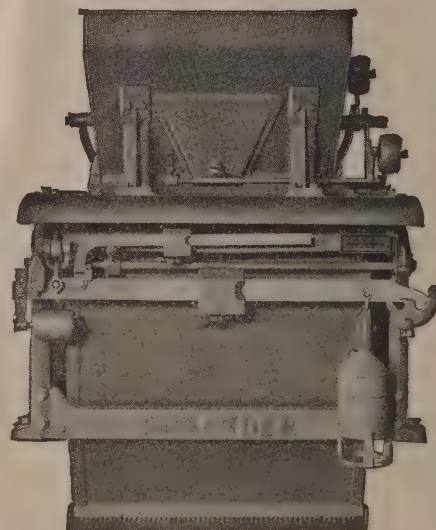
Automatic Hopper Scales

Weigh each discharge the same as by
 hand. The automatic parts are simple and
 take care of themselves.

The Non-Chokeable Feed Hopper
 prevents cobs or thrash from stopping the
 scales.

THE SONANDER

is built in various sizes.
 Give us the capacity
 desired and we will
 send full information.



NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Neb.

Distributors for Howe Scales

Greetings to the Grain Trade

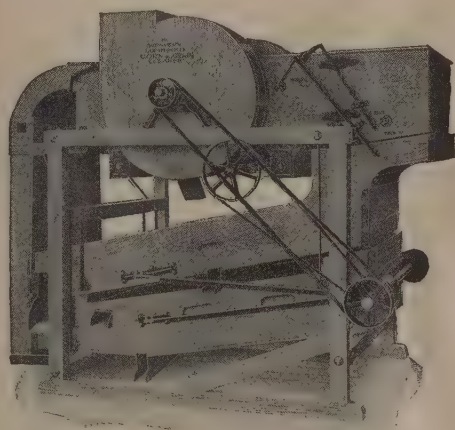
It gives us great pleasure to be afforded the opportunity of again extending to the grain trade our sincere good wishes for a supremely happy holiday season and for an extremely prosperous 1917. You have enabled us to complete one of the most successful years in our history. Our business relations with you have been more than pleasant, we have enjoyed them. It has been and will be our aim to keep Western machinery at the top of the list of elevator equipment—the amount of business you have favored us with proves conclusively that we have attained our goal. We hope that we may hear from you often during the coming year.

"Western" Grain Elevator machinery on the market for over 40 years, deserves your careful consideration when installing machinery.



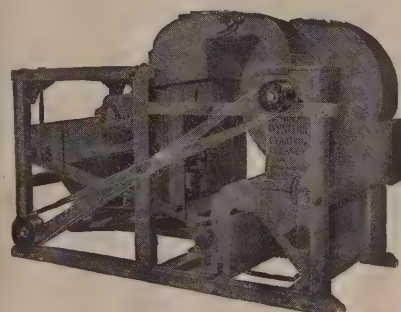
"Western" Pitless Sheller

There are more "Western" Shellers in use today than those of any other make. This is conclusive proof that they give complete satisfaction. Follow the crowd, don't experiment, it's costly. "Western" on a sheller is like "sterling" on silver, a guarantee of quality and service.



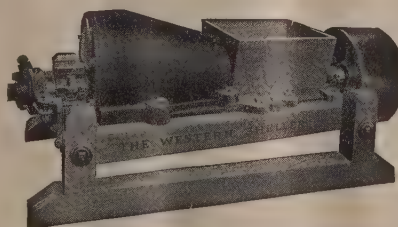
"Western" Combined Corn and Grain Cleaner

"Western" Shellers are the best shellers on the market. They meet every requirement of the entire trade, assure perfect work and are the ones with which all others are compared. An efficient shelling department indicates a prosperous elevator. Is yours efficient?



"Western" Gyrating Cleaner

Cleaning machinery bearing the name "Western" has been cleaning grain over this country of ours for many years. Cleaning of grain the "Western" way raises the grade. Better grades, more money; more money, contented grain man. You? Why not?



"Western" Regular Warehouse Sheller

"Western" Cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability, and the most convenient and least expensive to install. It's this line of cleaners you will eventually install. Make it today and play safe.

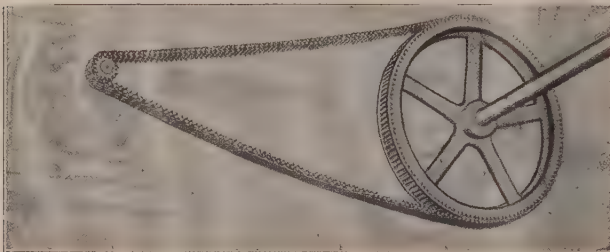
While our shellers and cleaners are the best offered in this class of elevator equipment, they do not, by far, make up our entire line. No matter what is needed to bring your elevator up to a money-making basis, you can get that piece of machinery from us. In starting out the New Year have our catalog on file for ready reference. If you haven't a copy send for it today.

UNION IRON WORKS

Decatur, Ill.



B. S. CONSTANT MFG. CO.
Bloomington, Ill.



Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company

Commercial Drive Division

1101 Transportation Building, Chicago, Ill.

Factory—Indianapolis, Ind.

Your Firm Name

will be printed free in the 15,000 copies of the 1916 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

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Chicago, Illinois

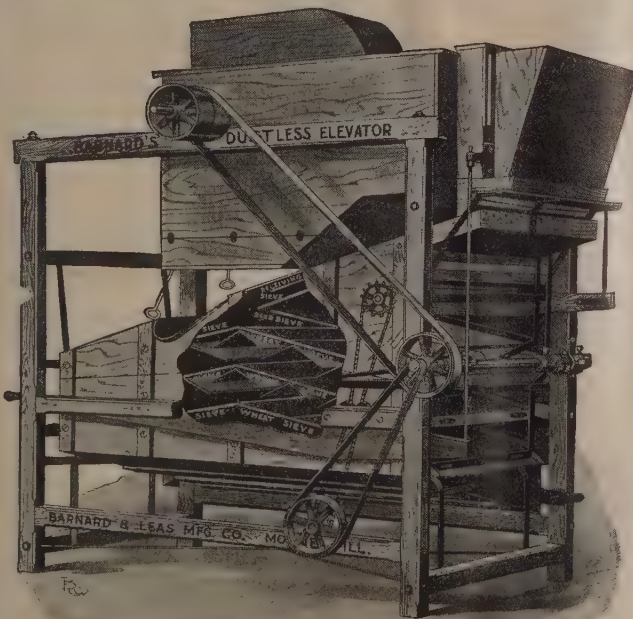
Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.

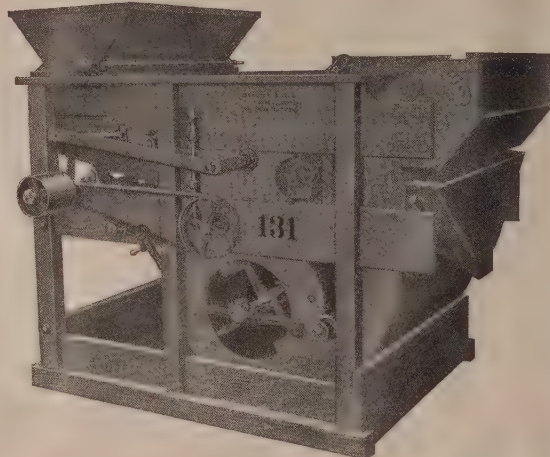
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

No. 131 Standard Cleaner

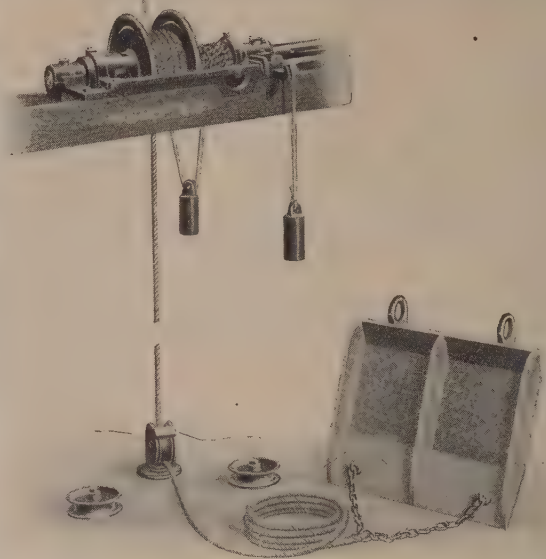
With Traveling Brushes and Standard Blast Regulator. An excellent cleaner for every variety of seeds and grain.

We solicit your inquiries.



The International Mfg. Co.
CRESTLINE, OHIO, U. S. A.

POWER SHOVELS



There are many makes of this familiar shovel, but only one that has stood the test for over thirty years. That is

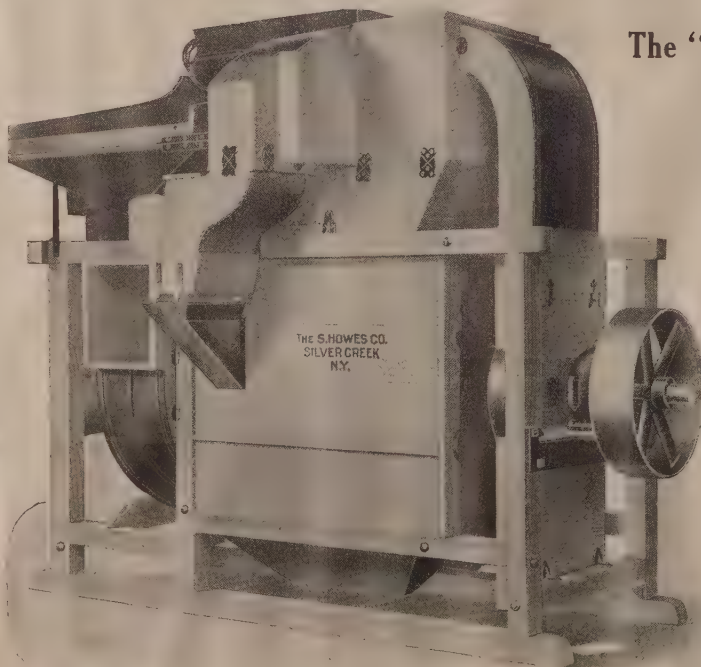
WEBSTER

The Webster M'f'g Co.

Chicago (150)

Tiffin, Ohio

New York



The "Eureka" Oat Clipper

Experienced men prefer this machine because:

It requires only half the power of other machines.

The oats are completely tailed without hulling or injury to the grain.

Our die-cast case is thicker, heavier, and lasts longer. It has innumerable ventilating slots, very narrow and uniform, thus preventing leakage and loss of pin oats.

Suction trunks are extraordinarily wide, and permit of freeing the grain from clippings and dust.

Catalog Free

"Eureka" Oat Clipper with Ball Bearings

HEAVY DUTY CONSTRUCTION

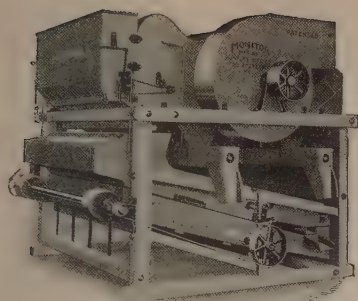


THE S. HOWES COMPANY

SILVER CREEK, NEW YORK, U. S. A.

The world's largest producers of high class Grain Cleaning Machinery





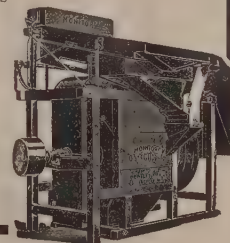
Grain Cleaners

Monitor

138 Models

Whatever your cleaning, smutting, or clipping requirements may be, we have one, or more, test-proven Models in the "Monitor" line that will prove interesting to you. Catalog free on request.

That their goodness is known, that their simplicity, efficiency, dependability and economy are firmly established by world-wide reputation is undoubtedly the reason why this year the increasing demand for "Monitor" Cleaners, Smutters and Clippers has exceeded our capacity. Never before since we commenced in 1879 have users the world over specified and ordered as many "Monitors." Watch our "ads"—ask for our literature, that you may keep continually posted on the new, important improvements we are offering the grain dealer.



Smutters Oat Clippers

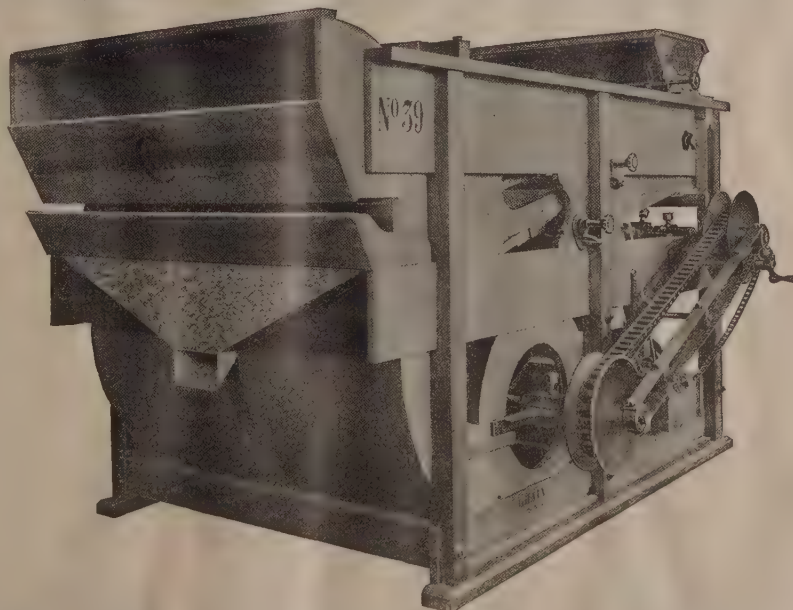
HUNTLEY MFG. CO., Silver Creek, N. Y.

The "Clipper" Grain & Seed Cleaner

WITH Variable Air Regulator

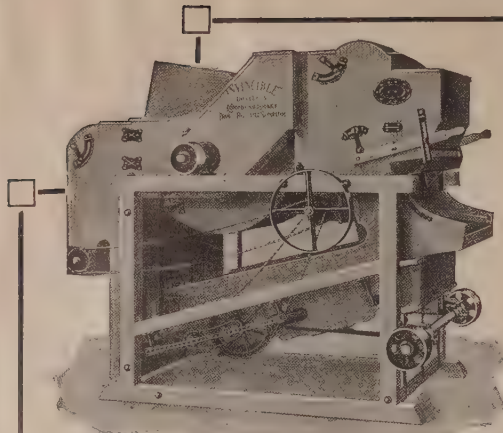
Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunk seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.



Write for circular
giving full
description.

A. T. Ferrell & Co., Saginaw, W. S., Mich.



Three of these are included in the full INVINCIBLE line in the new plant of
C. A. GAMBRILL MFG. CO.
 Ellicott City, Md.

"Phew-w! That flour's strong enough to hang a blanket on!"

There was garlic in the wheat from which it was made. If you get such wheat, you're out the price of it unless you have a

**Tri-Screen Compound Shake Dustless
 Double Receiving Separator**

This extra-efficient separator takes out 95% of the garlic, and delivers wheat thoroughly cleaned of every impurity.

We have a booklet that will tell you more. Do you want it?

Invincible Grain Cleaner Co.
 Department 4 Silver Creek, N. Y.

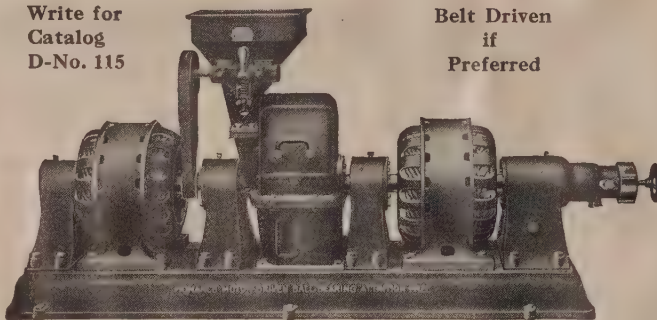
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The Monarch Ball Bearing Attrition Mill

Write for
 Catalog
 D-No. 115

Belt Driven
 if
 Preferred



Sprout, Waldron & Co.
 Milling Engineers

Main Office and Works:

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 No. 9 S. Clinton Street P. O. Box No. 26

They Say It Satisfies

The hundreds of discriminating and progressive millers who have installed THE MONARCH, have found its purchase a profitable investment and have not neglected to tell us so in letters which are at the disposal of interested parties. But more than this

We Guarantee It

in workmanship and stand back of the statements that it greatly increases the quantity and quality of production; that it automatically saves a profit; that it requires little or no attention or repairs and that it minimizes the consumption of power and lubricant. We ask you to

Write for Catalog D-115

which has been carefully prepared and goes into the details of both motor and belt-driven mills, with the object of helping the prospective purchaser of a feed grinder, to select the machine best fitted to his needs and most productive of profitable results.

Bauer
SCIENTIFIC

ASK ANY OF THEM

There are more than a thousand successful feed grinders in this country who will back up everything we say about

"SCIENTIFIC"

Ball Bearing Attrition Mills
 (Users are fully protected by our warranty as to efficiency, workmanship and patent litigation.)

They approve and praise these mills because through them they have succeeded in saving 30% to 40% on power and 90% on lubricating costs. You can do the same. Our catalog tells how. Write for it today.

The BAUER BROS. Co.
 Formerly Foss Mfg. Co.
 506 Bauer Bldg.
 Springfield, Ohio.

15 to 100 H. P. Belt or Motor Driven

SCIENTIFIC

IT'S A GRUENDLER

This cut shows our Ball Bearing Hay and all-around feed grinder for grinding such materials as ALFALFA HAY, PEAVINE HAY, SNAP CORN, shuck, cobs, corn stalks, any kind of feed stuff for making dairy feed, horse and mule feed.

J. E. Cox Milling Co., Cairo, Nebraska; J. T. Pope Grist Mills, Dublin, Georgia; Jeff Irwin, Sandersville, Georgia.

A Few Nebraska and Georgia Users
 We have equipped over fifty mills with our latest improved hay Grinders and would be glad to submit quotations on anything for a complete plant.

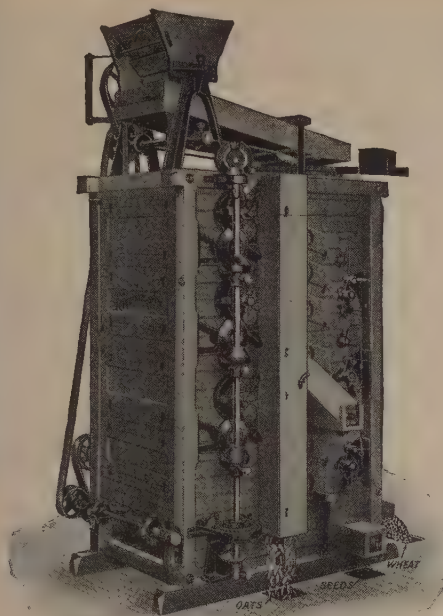
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 Main Office and Works, 928 Main St., ST. LOUIS, MO.

Representatives:
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 San Francisco, Cal.

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There are still a few Terminal House Managers who are *Losing Good Wheat* in separating the wild oats. What a waste, with wheat at **3c a pound!**

A Richardson Oat Separator will solve this problem.

There are several hundred of them in the large terminals, daily handling thousands of bushels of this costly wheat without waste.

Stop that waste now! We will send you a machine on trial.

RICHARDSON GRAIN SEPARATOR CO., MINNEAPOLIS, MINN.
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to modernize your plant so it will net you larger profits? Is it here?

Car Loader
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Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

Grain Dealers Journal, 305 So. La Salle St., Chicago

of all kinds, ready for immediate shipment. Look over your plant and see what you need.

Steel Spouting Steel Boot Tanks
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We will gladly mail you our catalog describing our complete line. Write for it.

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GRAIN DRYERS—*All sizes*, CRUSHERS,
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We have removed any question of doubt on this point for others.

Why not let us do it for you?

New York Rubber Company
NEW YORK (Inc. 1851) CHICAGO

**Eliminates
Spotting
Charges**



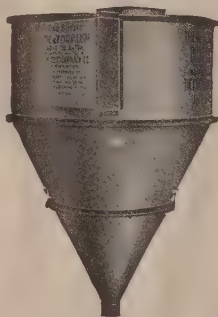
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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

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car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co., Appleton, Wisconsin



THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

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The Automatic Dump Controller

USED EVERYWHERE !



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

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Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

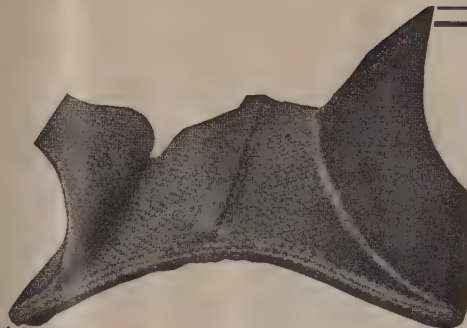
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Is the belt on your Conveyor or Elevator Leg the kind that Opens Up Like the Above?

Opened Plies or Split Seams are Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt

FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that

cannot open in the plies *nor* split in the seams—
will transmit full power with minimum stretch—
can be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT to know more about? Send for sample and full information about "R. F. & C." patented Non-Separable Rubber Belt.

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"The Pioneer Belting House of the West"—Established 1855

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DOUBLE STITCHED BELTING

For

Conveying and Elevating Grain

You cannot get around the fact that a belt that handles your grain uninterrupted by troubles common to most belts—ply separation, hardening, deterioration—is cheap in the end regardless of its initial cost. You will admit that such a belt spells economy. "REXALL" is that kind of a belt. Extra heavy duck and double stitched, it gives service down to the last shred. Low first cost, no upkeep.

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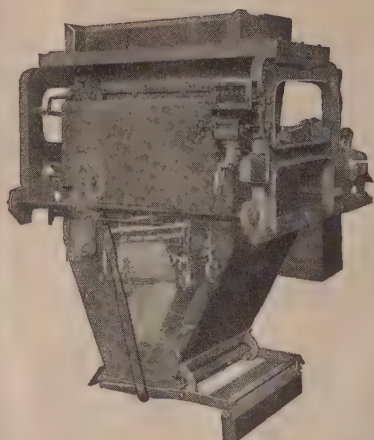
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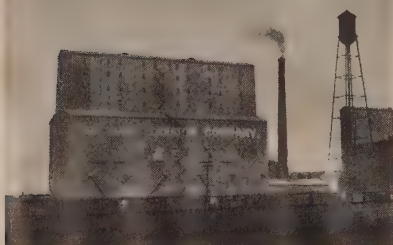
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DIXON'S Silica Graphite PAINT

gave EIGHT YEARS' SERVICE on these grain elevators. It is the BEST and most popular protective paint because it LASTS LONGER. Pigment and oil vehicle are of highest standard quality.

Dixon's Silica-Graphite Paint has no equal. Made in FIRST QUALITY only for over fifty years.

Write for detailed information and Booklet No. 15-B

Joseph Dixon Crucible Company
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Established 1827

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

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"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



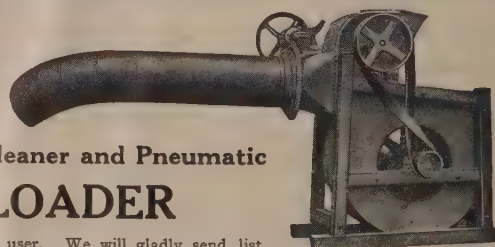
Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

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Everything in Pneumatic Grain Handling Machinery

If you are really anxious to learn the true merits and economical service of a



Combined Grain Cleaner and Pneumatic

CAR LOADER

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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GRAIN DEALERS JOURNAL,
Chicago, Ill.

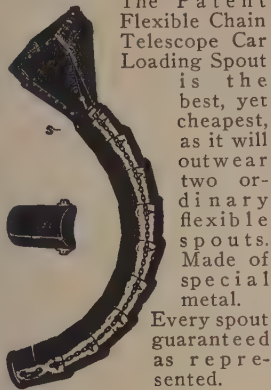
Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas

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Gerber Spouting Has No Equal

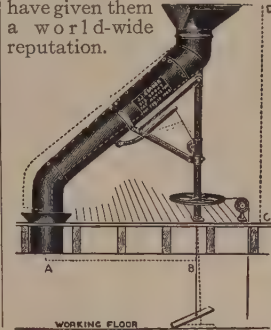


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



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MINNESOTA

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought
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PRICE, \$3.50

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

FERTILIZERS GIVE DEALERS DOUBLE PROFITS

Why Dealers Should Handle Fertilizers.

Fertilizers are needed in present day farming. They increase yields, make profitable crops, return plantfood to the soil and prevent decreased yields in future years.

Fertilizers are doubly profitable to dealer as well as to farmer. The dealer makes profits from selling fertilizers and creates more business through resulting increases in yields and greater purchasing power of each customer. The farmer gets larger crops, and more productive acres.

Fertilizers are being used and are making good. High prices for farm products make greater yields more profitable than ever. High prices for labor and land make low yields less profitable than ever. Farmers in every community who have not used fertilizers before are starting to use them now. Their neighbors will follow.

Fertilizers are building business for other dealers—they will for you. The increase in demand is making the buying and selling of fertilizers as a plain trade proposition more attractive to dealers. They bring customers. The resulting increase in business through making more dollars per acre profits is causing more dealers to handle fertilizers for service as well as profit.

We can help you build up business with our free Soil and Crop books.

SOIL IMPROVEMENT COMMITTEE

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COSTS LESS to BUILD, LESS to OPERATE, LESS to MAINTAIN.

Elevates as much as any other leg double its size.

Elevates constantly WITHOUT ATTENTION; WITHOUT STOPPING; WITHOUT CHOKES. Capacity guaranteed in your elevator.



We assert from knowledge born of many years' experience, that the

HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR

is the most efficient grain handling device ever built.

The statement is strong, but it is the simple truth, and is believed by every user of the HALL DISTRIBUTOR.

Your doubts, if you have any, will be set at rest forever, when we put a Hall at work for you.

And you will save more money than you think.

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CLAIM LOSSES

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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

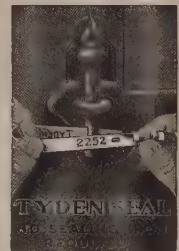
6000 SHIPPERS
Are now using them.

Write for samples and prices.

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617 Railway Exchange Bldg. CHICAGO, ILL



Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

It's Bad Business to guess at the amount of moisture in the grain you buy. Install a

Flint-Brown-Duvel Complete Moisture Testing Outfit as Shown. \$20.00 Net C. J. De ROO & SON Flint, Mich.



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**"YOUNGLOVE does all the
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Concrete and Tile
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Offers his 20 years' experience in planning and furnishing elevator equipment to the owners contemplating building.

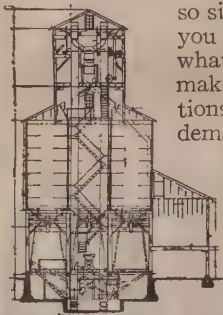
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Happy and Prosperous
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Grain Elevators

of any size and any type

Designed and Built for



**Safety,
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Builders of
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122

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Tell us what you need for your elevator
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CONSTRUCTION
SPECIALIST
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"HAVE IBBERSON BUILD IT"

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Then consult the "Elevators
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COMPETENT WORKMEN

To Make All Repairs

We help you remodel to get the
greatest efficiency from the plant
you have.

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**THE CHEAPEST Elevator in the End
Is Steel Construction
WHEN BUILT RIGHT**

It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
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LET US FIGURE WITH YOU
MINNEAPOLIS STEEL & MACHINERY CO.
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Especially Designed for Economy
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Operating machines and shafts
that could stand idle at least
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Clutches and start saving
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The Diamond Ball Bearing Corn Chop or Feed
Mill, easily installed, requires little power and
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trial in your plant will convince.

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Canadian Government Grain Elevator
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Designing and Consulting Engineers for Entire Work
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Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

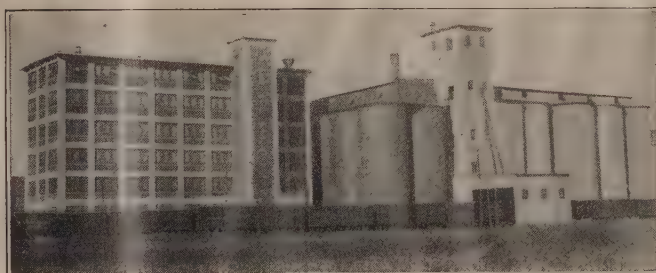
Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

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Builders of Modern Fireproof
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**The 2,000,000 Bushel
WESTERN MARYLAND ELEVATOR
at Baltimore**

Designers and Builders

JAMES STEWART & CO., Inc.

GRAIN ELEVATORS

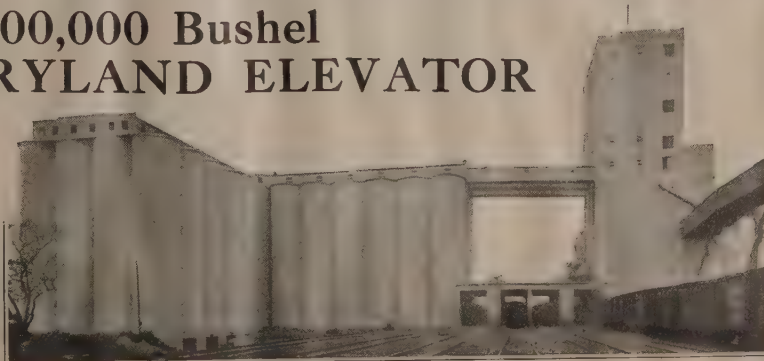
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hope that your successes during
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It costs "60%"
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YES! We guaran-
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Mail Your Order to the
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Your friends in the trade would appreciate a gift from you that would save them money every day in the year. Having their business interests at heart in selecting a Christmas gift would naturally leave the impression that their business entrusted to you would have the same thoughtful, careful attention. If you are willing to further the interests of your customers thereby increasing their profits, you do much to earn their friendship, confidence and business.

The Universal Grain Code, designed for the convenience and protection of the milling and grain trade, contains 13,745 code words for expressing as many phrases. Its arrangement and combinations of phrases will secure for its users large savings in time and tolls, and leave fewer opportunities for error than any grain code now in use. It is printed on 146 pages of bond paper and bound in flexible leather. Price \$3.00. Buying in quantities affects a reduction in the price. The purchase of one dozen or more copies will earn name stamped in gold leaf on cover, free.

The season of good will is upon us. Figure up how many toll savers you will need for your customers and let us quote you price.

Grain Dealers Journal
305 So. La Salle St. Chicago, Ill.

To Our Friends

In reviewing the pleasant business relations we have had with the Grain Trade in this year about to close, we deem it not inappropriate to look forward to the dawn of the year 1917, which will find us in a state of preparedness, quite in keeping with the ever recurring problems that will confront all of us in the year to come.

The successful year that we have enjoyed, and the successful years that we will enjoy, is, and will be, made possible by building a high grade engine that will give Satisfactory and Economical Service to our customers and practising the Square Deal.

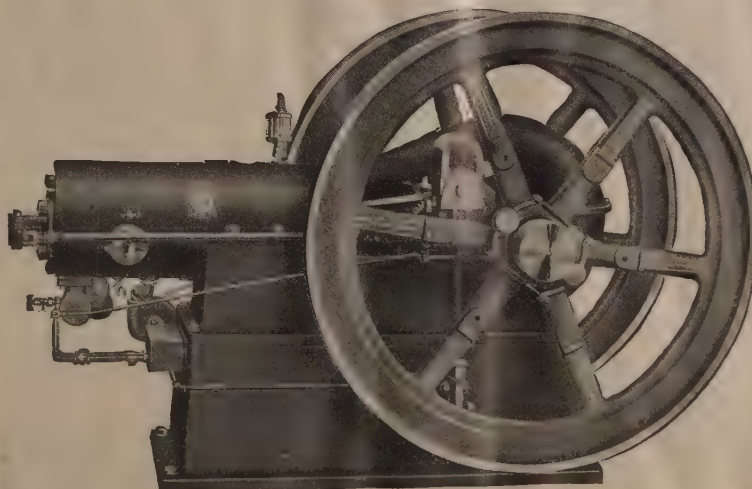
These requisites have been the foundation on which our organization is built, and in reviewing the past and contemplating the future our policy has been and will continue along these lines.

GREETINGS

Some say it is old fashioned,
Sending Greetings Christmas Day,
But some of us cling fondly
To the good old fashioned way.
Accept old fashioned wishes
For the sake of Auld Lang Syne,
And a Happy, Happy New Year
And Good Luck all the time.

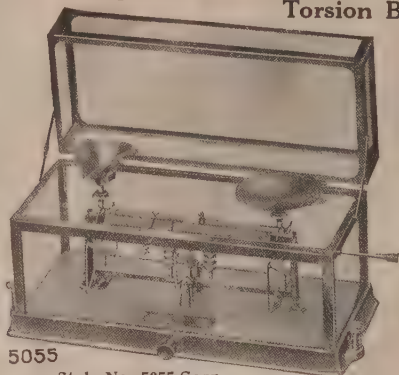
1917

The John Lauson Mfg. Company
65 Monroe Street New Holstein, Wis.



GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

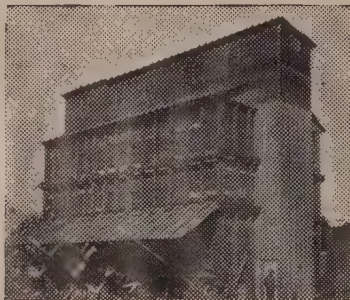
The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

Coal Handling Machinery



No matter what your tonnage may be we have Machinery to meet your individual needs.

Small Pockets erected in connection with ground storage sheds, can be profitably equipped with Elevating and Conveying Machinery, cutting handling costs and breakage to the minimum.

Write us your present conditions and we will submit our recommendations for you to consider—no charge for this service.

For prompt attention address our nearest office.

Catalogs mailed on request

GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.

Hudson, N. Y.
Boston

New York
Rochester, N. Y.

Scranton, Pa.
Philadelphia

BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.

GROW HEALTHY STOCK



You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal,

La Salle St., Chicago

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fall, runs easy, unnecessary to bolt or lock it while not in use. Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness Construction Company

404-406 State Bank Bldg.,
OMAHA, NEB.

We Build Modern Grain Elevators

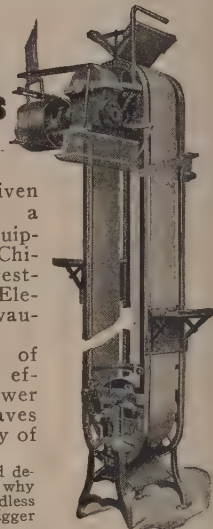


The Humphrey Employee's Elevator

again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the Humphrey efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey" Endless Belt Route means bigger profit to the owner.



NUTTING TRUCK CO.

Dept. G

SOLE MANUFACTURERS

FARIBAULT

MINNESOTA

Also Manufacturers of a Complete Line of Floor Trucks

KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

Used by Thousands of Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

MICHIGAN bargain. Will sell 15,000 bu. bean and grain elevator at once; town 3,000; one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bu. Elevator, modern, in the best grain country in Central Indiana; dirt cheap if sold at once. Address Thorn, Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA—7M bu. elvtr.; electric power; profitable side lines. Hustler can do \$100,000 business annually. Will sell all or half interest. Address O, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of grain elevators in Indiana with coal business connected. Will sell all together or any one station separate; good business and territory. Address X, Box 10, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Two good elevators in good grain station in Northeast Kansas; combined storage 18,000 bushels; live town; well established business; no competition; never total crop failure. Modern residence goes with elevators; wide territory; price right. Address Robe, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL KANSAS ELEVATORS—Three good grain elevators, combined capacity 25,000 bu., handle about 250,000 bu. annually; now running; good competition and money-makers. Best of reasons for selling. Close to Wichita and Kansas City markets. Address W. L. Scott & Sons, Grain Co. Wichita, Kans.

KANSAS—For sale, my 20,000 bu. crib elevator, 20 h.p. gas engine, sheller, cleaner, car loader, feed grinder, three stands elevators, generator for town lighting, moving picture outfit, warehouse and coal bins; all on private owned ground, only elevator in town; local business is good income; good wheat and corn this year. Address Geo. B. Harper, Silver Lake, Kans.

CENTRAL IOWA—Two elevators in adjoining towns run as one business, motor-power; good town to live in, clean, steady, profitable shipping business. Will interest you if looking for something good. Price for both \$11,000. Satisfactory reasons for selling. Don't write unless you mean business. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

INDIANA—You are looking for us if you want the biggest elevator opportunity in the state of Indiana. We have a modern 10,000 bu. cap. cribbed steelclad elevator with warehouse, corncrib, coal sheds on the Wab. R. R. in northern Ind., using kerosene power, 1-35 horse Lambert and 1-6 horse Burnoil engine, dump, sheller, feed grinder; all new; cleaner and 6 elevator legs. Handling flour, feed, coal, tile, cement, fertilizer, limestone, sand, and roofing as side lines; handling 100,000 bu. grain and doing \$100,000 business annually; with privilege of buying two choice residences. \$6500 will buy business as it stands. Excellent reasons for selling. N. L. Layer & Son, Wyatt, Ind.

ELEVATORS FOR SALE.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

STRAWN, ILLINOIS—New elevator, 60,000 bu. cap., situated on the Wabash R. R. Must be sold to close a bankrupt. For particulars, inquire of T. J. O'Connor, Trustee, Chatsworth, Ill.

FOR SALE—Elevator located in one of the best Corn, Wheat and Oat sections in Ohio; big retail coal and feed business. Good money maker, price attractively low. Address Low, Box 10, Grain Dealers Journal, Chicago, Ill.

*** NORTHERN ILLINOIS**—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

BUY THIS ELEVATOR—Located in heart of Ohio's best grain growing territory: Small town; no competition. Besides grain, an excellent point for shipping hay. Have a number of good side lines. The price is right. Address Buy, Box 12, Grain Dealers Journal, Chicago, Ill.

MONTANA—Small elevator for sale near tracks in thriving Montana town, suitable for a feed mill and seed handling proposition or general grain business when spur is built to the house. Very small investment required. Address Spur, Box 9, Grain Dealers Journal, Chicago, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

FOR SALE—20,000 bu. elevator in southeastern part of S. D., a very heavy grain station; will handle 30,000 bu. this year; electric power and lights; coal and stock business in connection. This is a bargain; reason for selling, not sufficient capital. Price \$6500. Possession Jan. 1st, 1917. Address Wave, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

TO EXCHANGE—Equity in strictly modern residence well located in Omaha. Rental \$30 per month, for grain elevator well located. C. H. Eckery, Cedar Rapids, Nebr.

WANTED—To buy good elevator. (Indiana or Ohio). Handling not less than 100M bu. annually. Give price and information first letter. Address K. Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—Elevator located in Michigan in the bean district. I have some real estate consisting of a new house and lot in this village I wish to make part payment with. Address Hem, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

DO YOU desire the services of a wide-awake Broker? If so, address J. S. Wilson, Bailey, N. C.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

JAMES M. MAGUIRE, 6454 Minerva Ave., Chicago, Ill., would like to have a few more medium priced elevators for sale, on which good terms can be given. If you wish to buy, let me know what you can pay and I'll try to suit you.

BUSINESS OPPORTUNITIES.

ELEVATOR and feed mill for sale in smart western N. Y. town; or managing partner taken. Box 752, Buffalo, N. Y.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR RENT—Elevator with coal and hay business in connection at McCall, Hancock Co., Ill. Reasonable terms. Address W. T. Walliker, Monica, Ill.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—The best paying feed, coal and implement business in Western New York, located on the main line of the Erie Railroad, opposite Borden's Condensed Milk Plant; switch facilities for several cars at one time. This business is a money-maker, but other interests require the owner's attention. Address E. N. Cross, Randolph, New York.

IT HAS long been a maxim in the business world that "Capital is always looking for brains." I have the ability, experience, some property, and a location where I have for years earned my employers from 25 to 40% net. I want a silent partner to join with me and buy this elevator. Only a man with business experience will be considered, who will know a good thing when he sees it. Address Era, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE

A very desirable property, size 338x216 feet with elevated trestle 175 feet long by 26 feet high, within one block of the Baltimore & Ohio Railroad's passenger station (Delaware Ave.), Wilmington, Del. This property is very accessible to all parts of Wilmington and suitable for the following: Manufacturing, Cold Storage, Ice, Lime, Sand, Cement, Grain, Feed and Lumber. Now used as a coal yard.

JOSEPH H. GOODING
Scott, 13th and 14th Sts. Wilmington, Del.

FOR SALE—Grain and feed business, doing \$45,000 worth annually, with grist mill, in prosperous farming community on main line Boston & Maine R. R. in Connecticut River Valley; stock \$4,000; real estate \$6,500; one other grain, feed and coal business with new buildings on railroad siding in wealthy farming town with coal and grain elevators, doing \$90,000 annually; rental \$100 per month, stock \$5,000; both for sale on market value. Address E. H. Blodgett, Charlestown, N. H.

SITUATIONS WANTED.

WANTED—Position with good grain firm as Mgr. of Elevtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as Mgr. or Asst. Mgr. of Elevtr. 6 yrs. exp. 25 yrs. old. Good ref. furn. Address Gen, Box 12, Grain Dealers Journal, Chicago, Ill.

A MAN of wide experience in the grain business will accept a position as manager of an elevator doing a large business. Address Squair Deal, Grain Dealers Journal, Chicago, Ill.

AM LOOKING for position in city or country elevator. Can manage and run an elevator, have had good experience and can furnish A-1 references. Reasonable salary. Write H. A. Asling, Yocemento, Kans.

WANTED—Position as Manager; 17 years' experience in Milling and Elevator business; best of references as to character and ability. Address Wade, Box 7, Grain Dealers Journal, Chicago.

WANTED—Position as Gr. Station Mgr. with some reliable firm. Experienced in grain, feed and coal business; gilt-edge recommendations furnished if desired. Address Box 46, Belmont, Kans.

WANTED—Position as Mgr. of Gr. Elevtr. Prefer Kansas location but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 yrs. old, married. Can furnish A-1 ref. Address Stratton, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator. (Ohio or Indiana.) Am familiar with all kinds of power, also all kinds hard work, as well as bookkeeping. Write and I will let you know where to look me up. Have been in business for 16 yrs. Address Ray, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elevtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION as gr. solicitor; 5 yrs. exp. as elevtr. mgr. Prefer Minn., N. D., or Mont. Address Jen, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as Mgr. of elevator or solicitor for good live grain house. 2 yrs. exp. in elevator work, one yr. in Nebr. and one yr. in Ill. A-1 ref. Address Bush, Box 9, Grain Dealers Journal, Chicago.

POSITION wanted as mgr. or supt. of elevator; 15 yrs. experience in buying, selling and handling of grain; married; 35 yrs. old; good references. Corn belt preferred. Address J, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator. 10 years' experience; age 31 yrs., speak English and German; can show results. Open for good first class position only, after March 1st, 1917. Address Lock Box 1, Leonore, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

WANTED—Present address of Geo. P. Douglas, who moved from Mason City, Ill., some time ago to Pittsfield, and then to Beardstown. Write Main, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

FOR SALE—Good waterpower 25-bbl., full process flour and feed mill with 16 acres land; good locality and doing good business every day. Includes 7 rm. house. E. E. Ulsh, Belleville, Mifflin Co., Pa.

SITUATION WANTED. WITH INVESTMENT.

WILL take stock with management of good country elevator; Ohio or Indiana preferred. Ample experience. Write me. Lock Box 105, Greenville, Ohio.

WANTED.

WANTED—By a single millman with 15 years experience to buy an interest in a 25-bbl. Midget-Marvel mill, or will join party building new plant in town of not less than 1,000 inhabitants. Southeastern states preferred. Werner Klinger, Payette, Idaho.

PARTNERS WANTED.

WANTED to go into the grain or lumber business with someone who has a good point and can furnish most of the capital. Look me up and see if we cannot make a deal beneficial to both; 14 yrs. experience in grain and coal, mostly with Farmers Elevtr. Co. 33 yrs. old, married. Address Lock Box 43, Blencoe, Iowa.

WANTED—Partner in a 200-bbl. Roller Mill, with elevator, also electric light plant in connection for lighting city; in a thrifty town; a paying proposition. Would sell mill and elevator without light plant; would sell whole entire plant, but prefer to sell one-half interest; would rent mill and elevator, oil engines for power. Anyone looking for a paying proposition will do well to investigate. Address Mill, Box 11, Grain Dealers Journal, Chicago, Ill.

FERRETS.

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—2,400 second hand cotton grain bags in shipping order. Will hold 2½ bushels of wheat. In lots from 100 up. Price 14c each, f. o. b. St. Louis. Write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

**GRAIN
DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.

Gentlemen.—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

MACHINES FOR SALE.

FOR SALE—16-inch American Special self-tramming feed grinder; first class condition. Fox & Hess Co., Coldwater, O.

FOR SALE—Portable dump for ear corn and oats; never been used. Will sell cheap. Inquire H. Hall, Unionville Center, O.

FOR SALE—2 double stands 6x16, one double stand 6x15, Ferries improved roller mills complete, one or all, \$30 each F. O. B. cars Union City, Mich. Union City Milling Co.

One No. 4 Rowell Feed Mill, used one year; in good shape. Price, \$150.00.

One No. 5 Sparton Corn Crusher and Grinder; slightly used; good as new. \$50.00. Benson Mill & Elvtr. Co., Benson, Minn.

FOR SALE.

1 35-h. p. steam engine, good as new.
1 35-h. p. Power Boiler, first class shape. 150 ft. chain with buckets attached, both in good shape.

1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.

1 Car Loader in good shape. Have put in gravity loading spout.

1 Invincible Dustless double receiving cleaner, in good shape.

1 B. & L. Corn sheller, and cleaner combined, good as new.

Connell & Anderson Grain Co.,
Bentonville, Ind.

1—16" B. B. Attrition Mill & Drive \$220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."
George J. Noth, Manager,

No. 9 South Clinton St., Chicago, Ill.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00

1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00

1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00

1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00

1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00

1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,

431-437 So. Clinton St., Chicago.

Established over 44 years.

ENGINES FOR SALE.

FOR SALE CHEAP—2 Stationary St. Mary's 30-35 h. p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

FOR SALE—8 h. p. gas engine in A-1 condition; replaced by elec. motor; will sell cheap. Glow Grain Co., Egan, S. Dak.

OFFER 16-h. p. stationary Lambert gasoline engine rebored. First class condition, for \$200 f. o. b. Anderson, Indiana. Elmer G. Porter, Caywood, N. Y.

FOR SALE—125-h. p. Primm Crude Oil engine; good as new; only used short time; complete with starter, clutch pulley, pumps, etc. Plano Mill & Ice Co., Plano, Texas.

FOR SALE—One 25-h. p. St. Marys gas or oil engine complete, with friction clutch pulley and 170-gallon storage tank; in good condition. Hiawatha Light, Power & Ice Co., Hiawatha, Kan.

FOR SALE—One Temple Pump Co. 10-horse two cylinder gas engine \$125, one Nordyke-Marmon plantation mill \$65, or the two together \$175; also belts, line shaft pulleys and hangers, all in good shape. T. S. Spencer, Afton, Iowa.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

POWER PLANT COMPLETE.

65-h. p. Nash Gas Engine and Smith gas producer; excellent condition. Too small for present use. Inquire

UNIVERSAL MACHINERY CO.,
874 30th St. Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

FOR SALE.

12 h.p. Stover, hopper cooled.....\$275.00

16 h.p. Stover 295.00

12 h.p. Foos special electric lighting

engine 350.00

15 h.p. Badger 225.00

20 h.p. Nash two cyl. vertical..... 355.00

25 h.p. Fairbanks-Morse kerosene oil

engine 435.00

And many others.

Send for big list of auto, marine, tractor, aeromotor and stationary engine values.

Badger Motor Co., Milwaukee, Wis.

FOR SALE.

Atlas slide valve engine, size 10x14, speed 200 R. P. M. Outside pillow block design with 54x13-inch fly wheel. Been used about six years, but still in good condition.

Atlas automatic engine, size 10x14, center crank design, with two 42x9 fly wheels, equipped with fly wheel governor; practically a new machine, as it has only been operated about one month's time.

Liquid Carbonic Co., Dallas, Texas.

ENGINES WANTED.

WANTED—30 or 35-h. p. oil or gas engine; must be in good running order; cheap for cash. W. J. Arthur, Luther, Okla.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

FOR SALE—One 50-horsepower boiler, 30-horsepower engine and heater, in good shape, for \$200.00 f. o. b. cars. Inquire H. O. Waehler, Randolph, Wis.

FOR SALE—One W. T. Adams 50 h. p. automatic engine; one W. T. Adams 80 h. p. boiler; both in first class condition. Maury Milling Co., Mt. Pleasant, Tenn.

WANTED—Second hand 100 to 150 h. p. high pressure boilers; 18 or 20 inch Corliss engines; pipe, 1 to 8 inch; rail; compressors, etc. Landreth Machinery Co., Joplin, Mo.

FOR SALE—Bates-Corliss engine, 18x42, 14 ft. fly wheel, 24" face, now in operation producing about 200 h.p. economically, also one D. C. Generator, 100 amp., 120 volts, 775 R.M.P., complete with switchboard, etc. Corsicana Cotton Mills, Corsicana, Texas.

SCALES FOR SALE.

FOR SALE—Avery Automatic scale, capacity 700 bushels per hour. Practically good as new. Make us an offer. J. A. Meadows, New Bern, N. C.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

ARE YOU a quick buyer who can tell a bargain? If so, we offer you

1-100 ton 46 refitted Fairbanks

Track Scale with recording beam

and steel frame.....\$450.00

1-500 bu. refitted Howe Hopper

scale\$125.00

We also have some dandy bargains in refitted Wagon scales. Dormant scale and

HOWE SCALE COMPANY

office safes. Write us your wants.

St. Louis, Mo.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

FOUR THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its INFLUENCE, and pays advertisers because its RATES are reasonable.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

POP CORN wanted. Stoecker Seed Co., Peoria, Ill.

WE ARE always in the market for cool and sweet corn, or will dry your corn in transit. Wadsworth Feed Co., Warren, O.

WE want to buy cane seed, kaffir, millet, alfalfa and clover seed. Mail samples and prices to Fort Smith Seed Co., Fort Smith, Arkansas.

WE want to buy cane seed, kaffir, millet, maize, feterita, alfalfa, cow peas, sunflower, clover and cotton seed. Binding Stevens Seed Co., Tulsa, Okla.

WANTED—Medium, Mammoth, alfalfa seed and Beardless Barley, true to name. Mail sample and price to Walter G. Trumpler, Tiffin, Ohio.

MAMMOTH CLOVER WANTED

Also Red, Alsike, Timothy and Soy beans.

O. M. SCOTT & SONS CO.
500 Main St. Marysville, Ohio.

JACOB GOLDSMITH & CO.

COMMISSION MERCHANTS

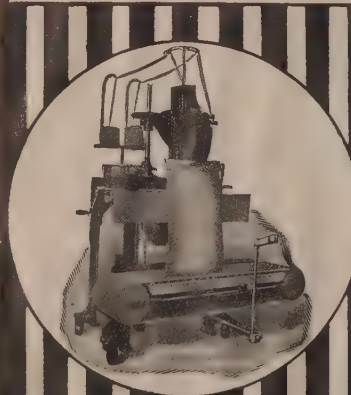
Consignments of
FIELD SEEDS A SPECIALTY

204-6 North 4th St. ST. LOUIS

FARMER SEED & NURSERY CO.

FARIBAULT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

UNION SPECIAL
ADJUSTABLE HEAD
FILLED BAG MACHINE

Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

CHICAGO
ST. LOUIS

MINNEAPOLIS
SAN FRANCISCO

SEEDS WANTED.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McCClinton & Co., Belfast, Ireland.

DWARF and standard broom corn seed, dwarf red and white maize, dwarf and standard kafir, canes; choice crops re-cleaned local shipment; mixed cars not re-cleaned. Claycomb Seed Store, Guymon, Okla.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

SAMUEL MCCAUSLAND
Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

MINNEAPOLIS
SEED
CO.

DISTRIBUTORS



BRAND
FIELD SEEDS

TIMOTHY and MILLET Our Specialties

Directory
Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse, seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCClinton & Co., wholesale, export & import. McCausland, Samuel, ryegrass and dogtail.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds. Lewis & Chambers, field seeds. Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Milwaukee Seed Co., wholesale seeds. MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts. PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds. ST. LOUIS, MO.

Goldsmith & Co., Jacob, field seeds. Kaercher-Schisler, F. & G. S. Co., seed merchants. TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

EXPORTERS and
IMPORTERS
Ask For Prices

RED CLOVER

ALFALFA

WARF E. RAPE

WHITE CLOVER

LSYKE

NATURAL GRASS

ENGLISH RYE

RED TOP

83-85 Water Street
NEW YORK CITY
I. L. RADWANER

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED for sale, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—One Hundred bushel medium clover. Elmwood Lumber & Grain Co., Elmwood, Wis.

FOR SALE—Black Hills Alfalfa seed. Price and sample on request. Brookside Farm, Buffalo Gap, S. Dak.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices. **HENRY LICHTIG & CO.**, Kansas City, Mo.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.
Toledo, Ohio

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

"WELL BOUGHT IS HALF SOLD"

Feeding Peas Hemp Seed
Orchard Grass Fancy Grasses

DWARF ESSEX RAPE

Holland and Japanese Grown
bought of

WM. G. SCARLETT & CO.

BALTIMORE, MD.

at prices we can name will be
easily sold.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

SEEDS FOR SALE.

SUNFLOWER SEED carlots and less. Eberts Grain Co., Nabb, Ind.

BROMUS INERMIS grass seed certified by N. D. Pure Seed Laboratory; 90% germination. For prices and particulars, write G. A. Spicer, 1029 E. 46th, Chicago.

FOR SALE—Choice seed corn, oats and barley; car lots or less; samples and prices mailed on request. Square Deal Seed Farm, Allen Joslin, Prop., Holstein, Iowa.

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO — — OHIO

We Buy **SEEDS** We Sell

J. C. PEPPARD SEED CO.

Kansas City, Mo.

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—Sunflower seed in car load lots or less. Jasper Newsum & Co., New Madrid, Mo.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

Field and Grass Seed Specialists

Ship us your Clover, Timothy, Alfalfa and other Grass Seed. Write us prices on field and grass seed. We can save you money.

American Mutual Seed Co.

Chicago, Ill.

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane

KANSAS CITY, MO.

THE CRUMBAUGH - KUEHN CO.

We pay top prices for TOLEDO, OHIO

seeds. Your track or To-

ledo. Send samples.

CLOVER

ALSIKE TIMOTHY ALFALFA

Samples, prices and our market letter upon request. Cash and futures.

WANTED Grass and Field SEEDS

We buy Clover, Alfalfa, Timothy, Alsike, Sweet Clover, Alsike and Timothy mixed; Low Grade Alsike; Seed Oats; Spring Wheat; Speltz, Barley, Cane, Millet, Sudan Grass and all Field Seed, in carload lots or less. Send us samples and quote delivered prices on anything you can offer.

A. A. Berry Seed Co., Box 30, Clarinda, Iowa

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

FARM SEEDS WANTED

We are to the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass — also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address **HYDE SEED FARMS, Pattonsburg, Mo.**

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

**CLOVER SEED
FOR SALE**

Ask for Samples and Prices

WE BUY AND SELL

FIELD SEEDS

Ask for prices or mail
us samples for bids

STOECKER SEED CO.

PEORIA, ILL.

Seeds

A BILL for the free importation of seed wheat in bond has been introduced by Rep. Halvor Steenerson of Minnesota.

HOLLY, COLO.—We have just installed a new Clipper Cleaner for seed—J. S. Maxwell, mgr. Holly Milling & Elevator Co.

WICHITA, KAN.—A wholesale and retail seed business will be started by the Wichita Nursery Co., of which W. F. Schell is principal owner.

PEORIA received during November, 600,000 lbs. of seeds and shipped 285,000 lbs.; against 420,000 lbs. received and 30,000 lbs. shipped during November, 1915.

McMINNVILLE, ORE.—We will erect a seed house at Briedwell sta., equipped with all up-to-date machinery, as we expect a record clover seed crop the coming season.—E. H. Hanson.

COLUMBUS, O.—The area of clover sown in 1916 cut for seed was 32 per cent and the average yield of seed per acre was 1.8 bus.—G. A. Stauffer, sec'y Board of Agriculture of Ohio.

BUCKWHEAT high prices are inviting importations. Offers of the grain grown in the Manchurian provinces of China are being made by Pacific Coast importers at \$3.10 per 100 lbs., delivered at Minneapolis, Minn.

THE FREE SEED DISTRIBUTION system of Congress was condemned by the Nebraska Farmers congress at Omaha recently. They declared it unworthy the dignity of the congressmen and will ask the congressmen to vote against it.

A NOVEL METHOD of extracting the seeds from a special variety of watermelon was adopted by the proprietor of a Georgia seed store. The melons were cut and a great crowd of negroes were invited in from the street to eat their favorite fruit free. All that was required of them besides eating melon was to save the seeds.

COLUMBIA, Mo., Dec. 16.—Seed crops of Missouri made the following yields during 1916: Flaxseed, acreage, 5,523; yield 28,167 bus.; buckwheat, acreage, 642; yield 6,998 bus.; sorghum, acreage, 7,013; yield 112,208 bus.; clover seed, acreage, 7,331; yield 12,463 bus.; timothy seed, acreage, 3,897; yield 11,691 bus.—Missouri State Board of Agriculture.

SEIZURE by the government of 405 bags of seed was sustained by a jury in the Federal Court at Chicago, Nov. 27, finding the shipment which was invoiced and sold as mustard seed contained as a substitute rape seed, brown seed and dirt. The goods had been shipped by the North American Mercantile Co. from San Francisco on April 26 to Chicago to the North American Mercantile Co. at Chicago with instructions to notify L. S. Nachman of Chicago.

MILWAUKEE received during November 2,670,615 lbs. timothy seed; 513,830 lbs. clover seed and 70,200 bu. flaxseed as compared with 1,080,000 lbs. timothy seed; 1,163,140 lbs. clover seed and 47,190 bu. flaxseed during November last year. Shipments for the month were 11,800 lbs. timothy seed and 27,340 lbs. clover seed compared with 57,300 lbs. timothy seed and 208,305 lbs. clover seed for the same month last year, as reported by H. A.

Plumb, Sec'y Milwaukee Chamber of Commerce.

THE INTERSTATE COMMERCE COM.'S found rates charged on timothy seed in carloads from certain points in Idaho to Seattle, Wash., and Portland, Ore., to have been unreasonable in the case of Charles H. Lilly Co. et al. v. Northern Pacific Railway Co.

SIOUX CITY, Ia.—The Interstate Seed Men's Ass'n composed of seed dealers of Iowa, Nebraska, South Dakota, Illinois and several other states, met here Dec. 9. The increased cost of labor and the scarcity of seed peas, beans and sweet corn were given as the cause of the expected high prices of these seeds. Seed corn was said to be plentiful because of the big corn crop harvested this year. It was stated that the primary reason for the conference was to establish the quantity and availability of the seed supply for the coming year. Among those present were: J. C. Robinson, of Waterloo, Neb.; Henry Windheim, of Omaha; F. P. Quick, of Lincoln; W. P. Griswold, of Lincoln; Henry Gurney, of Yankton, S. D.; and W. B. Buckley, of Rockford, Ill. The party late in the morning visited the plant of the Sioux City Seed & Nursery Co.

THE FLAXSEED ACREAGE in 1916 was 1,605,000 compared with 1,387,000 in 1915 and an average of 2,402,000 for the five years 1910-14. The bean acreage in 1916 was 945,000 compared with 928,000 in 1915. The kafir acreage in 1916 was 3,812,000 and 4,153,000 in 1915. The production per acre of flaxseed in 1916 was 9.6 and the total production 15,459,000 compared with 10.1 per acre and a total of 14,030,000 in 1915 and 7.6 per acre and a total of 18,353,000 as an average for the five years 1910-14. The production per acre of beans in 1916 was 9.4 and the total production 8,846,000 compared with 11.1 per acre in 1915 and a total of 10,321,000. The production per acre of kafir in 1916 was 13.2 and the total production 50,340,000 compared with 27.6 per acre in 1915 and a total of 114,460,000.—Buro of Crop Estimates, U. S. Dept. of Agriculture.

THE SUBMARINE PERIL has driven war risk insurance still higher, the rate to English ports being 5 to 8 per cent, and to the east coast of England 7 to 10 per cent. As the Germans are discriminating in favor of United States boats these enjoy the former low rate of 1 per cent, other neutral craft paying the same rate as belligerent ships.

Imports and Exports of Seeds.

Imports and exports of domestic seeds during October, 1916, compared with October, 1915, and for 10 months ending October, 1916, compared with the corresponding period ending October, 1915, as reported by E. E. Pratt, chief Buro of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	1915.	October, 1916.	10 mos. ending Oct. 1915.	1916.
Castor beans, bus.	44,810	1	720,611	1,025,782
Flaxseed, bus.	1,277,061	1,902,972	11,688,020	11,721,955
Red clover, lbs.	242,102	504,043	8,227,008	29,618,049
Other clover, lbs.	457,079	1,537,245	9,286,059	8,944,930
Other grasses, lbs.	896,119	910,054	23,549,248	8,635,352
EXPORTS.				
Clover, lbs.	790,447	245,702	7,117,355	3,866,750
Timothy, lbs.	1,267,087	1,447,565	12,727,334	8,750,088
Other grasses, lbs.	439,315	428,757	2,760,780	2,569,774
Cotton, lbs.	1,472	18,822	821,034	1,259,813
Flaxseed, lbs.	161	31	4,763	1,528

From the Seed Trade

KANSAS CITY, Mo.—Alfalfa is an unusually large crop, but the better grades and higher qualities are becoming more scarce, and a much firmer feeling has developed on these grades. There is very little movement of timothy seed at present and lack of interest is shown both on the buying and selling side. Blue grass is practically out of the gatherers' hands and well established prices. The crop was somewhat short of an average, but buyers took hold of it freely early in the season on account of the fine quality. There is considerable red clover seed, and look for trade to be curtailed on account of the farmers selling among themselves.—J. G. Peppard Seed Co.

TOLEDO, O.—Spring demand is the big question in clover seed. Some of the largest seed firms, whose opinions should be worth while, think there will be big demand. Stocks in Toledo are largest in many years, but many points report small interior stocks. Prominent Missouri firm reports practically all the clover sold, farmers holding only small quantities reserved in the hope of higher prices later. Central states correspondent makes the point that the car shortage has caused a liberal movement, dealers being unable to get cars to move grain shipped their seed out in local lots to avoid carrying too large stocks. Can Europe help out with further shipments? Seaboard house thinks it can't be done. Some seed still arriving on old contracts, but no new seed is available. France is in fact inquiring for seed over here and may need to draw on our stocks. Toledo receipts for first two weeks of December were rather liberal. Fell off later. Total receipts season to date are largest in eight years. These liberal accumulations tend to create conservative feeling until actual demand develops, the downturns have been halted around \$10.50, bears exposing themselves below that point to the possible result of the demand which may develop any time after the first of the year. Most of recent selling has been in the nature of hedging, apparently few short sales being made.—Southworth & Co.

LINCOLN, NEB.—There has been very little change in the seed situation in this territory. Our acreage of clover saved for seed is much larger than a year ago and there is still possibly a third of the crop in the farmers' hands. No alfalfa is raised in this state of any consequence. The timothy crop is larger than usual, but most of it is consumed here. The alfalfa crop is larger than for two years, but of very poor quality. Very little bright seed raised and practically all of this grade is out of the farmers' hands. There is no blue grass raised here. Cane and millet are good crops and there is a good deal carried over from a year ago. Nothing has been carried over in grass seed, practically everything cleaned up.—Griswold Seed & Nursery Co.

THE ONE THING now needed to perfect our government by commissions is a Commission of the People to investigate the inefficiency and Worthlessness of commissions.

REP. EMERSON in his bill to provide for the extermination of the Hessian fly, asks for an appropriation of \$5,000,000 to be expended by the Department of Agriculture in assisting the farmers in the destruction of the fly.



The Albert Dickinson Company's New Chicago Plant
35th Street—California Avenue—Drainage Canal—Pennsylvania—B. & O.
Chicago Junction R. R.

Dickinson's New Plant

Has about 70 acres of land. Buildings are a square of 420x420 feet, with covered unloading platforms to care for 100 cars at one time. Height of the three working houses 150 to 200 feet.

Office is on the top floor, front building, 420x60 feet.

Transportation

Every railroad coming into Chicago. Over 2000 feet of water frontage on Drainage Canal, giving access to Great Lakes. About four miles of railroad track already laid give facilities for holding about 350 cars in our own yards.

Insurance

Fireproof brick and concrete building, with full latest underwriters' equipment, affording exceptionally low insurance.

The Albert Dickinson Company
Seed Merchants
Producers of Poultry and Stock Feeds
CHICAGO, U. S. A.

BRANCHES: MINNEAPOLIS BUFFALO BINGHAMTON BOSTON NEW YORK

WELLER
MANUFACTURING
CO
CHICAGO

Our Entire
Organization
Wishes You
A Merry
Holiday
Season

WELLER-MADE

GRAIN DEALERS JOURNAL

(Incorporated)

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

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To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 25, 1916

START THE new year by resolving to have your scales inspected frequently. Cover them and watch them carefully, lest they weigh against yourself or your farmer patrons.

A WELL COOPERED car is more necessary than ever in these days of high prices. It would be much better to line a car with silk, than to attempt to ballast the road bed with \$2 wheat.

OVERDRAFTS ON shipments are more burdensome on receivers the higher the market price of the grain, because it unexpectedly ties up more of their money than is absolutely necessary and sometimes causes embarrassment.

THE FEDERAL GRADES for corn are now being used in interstate commerce throughout the land, and the time is near at hand when tentative rules for grading wheat and oats will be presented to the trade. If you have any positive convictions in the matter, it would be to your interest and to the interest of the trade if you would write them out and send them to the members of the trade through the Journal. We are always glad to have the views of men who have the courage of their convictions.

THE INTERSTATE Commerce Commission's hearing to be held in Washington, Jan. 10th, in the matter of leases and grants of property by carriers to shippers will be confined to leases of railroad property in and about New York City, and will not involve leases of ground for elevator sites. That will be considered later.

THE TIME is at hand when you should turn over a new leaf. Write a complete statement of trade customs, practices and abuses which need remedying and then pass it on to your brother dealers through the "Letters" column of the Journal. Let's all pull together next year and see if we cannot work some real improvement in grain trade methods.

BUILDERS OF wood elevators very seldom consider a wood power house for the simple reason that it so greatly increases the fire hazard of the entire plant that the insurance rate makes the wood power house a luxury of permanent expense. The fireproof power plant will pay for itself in a short time from the savings effected in the insurance rate on the entire plant and its contents.

STORERS OF grain will obviate disputes, much trouble and some losses by establishing storage charges which will cover fire insurance on all grain stored. If elevator operators have a clear understanding with the owners of grain stored with them that they will protect them against fire, the owners of the grain are more disposed to be liberal in the matter of storage charges. Post notices of your intent in conspicuous places.

STEALING GRAIN from cars will be continued so long as court justices hesitate to punish the offenders. Two men caught shoveling grain from a Northwestern car at Council Bluffs one evening recently were excused by the chicken-hearted judge because both had families. Both men had been in court before for larceny and drunkenness, and probably excused every time, so as to give them an opportunity to commit another offense against the law. Such trifling encourages men to steal.

ADVANCING MONEY to farmers on grain which they intend to market some day is a very poor way of attempting to gain the privilege of bidding on that grain. If the farmer must borrow money, send him to the banker, or the professional money lender. Attempting to conduct both business at one and the same place is very likely to result in confusion, dissatisfaction and the entire destruction of profits. The new year is a splendid time to swear off on advances. Get a large placard from your banker or the money lenders of your town and exhibit it in your office. Then refer farmers asking advances to the money lenders.

FORGING Bs/L for interstate shipments after the first of January will be accompanied with more danger of prosecution than ever before, because the new B/L Law provides for five years' imprisonment and \$5,000 fine for those convicted of this offense. This should help to strengthen and give more reliability to S/O Bs/L.

THE CONGESTION at country elevators, owing to grain dealers' inability to secure cars, has resulted in many houses bursting, and this number tells of two more, one in Iowa and one in Idaho. No doubt if the houses had been well built and provided with a heavy foundation, they would have held up any load entrusted to their keeping, but the collapsing of some elevators is due as much to their inherent weakness as to their overloading.

RECONSIGNMENT restrictions proposed by the carriers did not gain favor at the Washington conference, largely because they did not provide for the local conditions of each market. Following the suggestions of the transportation manager of the Chicago Board of Trade at the conference, who advocated different regulations for the different primary grain markets, the railway officials will hold conferences with shippers at the different markets if the carriers insist on these restrictions.

THE SHORTAGE of freight cars amounts to only 105,527, due principally to consignees' inability to unload shipments at seaboard, and the reason they can't unload is that so many ocean steamers have been sunk or interned that not sufficient ships are offered to take care of the greatly increased ocean tonnage. The congestion is due more to the railroads' inability to get their cars unloaded than to a scarcity of cars. Freight cars are designed for transportation and not warehouse purposes.

AS UNDESIRABLE dealers become better known to members of the trade, they experience more difficulty in finding firms willing to do business with them. In some cases they pay an extra penalty, because grain firms who know of their shortcomings will not attempt to deal with them, except that the prospective profit be a very attractive one. It is unfortunate that the grain trade has not some means of giving publicity to all the tricksters and the sharpers, so that dealers who are disposed to do business on the square could avoid them. Not long ago the Toledo Produce Exchange had 20 different firms posted as undesirable to trade with. It is not likely that each member of the exchange was caught napping by all of the sharpers, but by exchanging information of this character, they are able to profit by the costly experiences of one another.

FREEZING AND cracking water jackets can be prevented by using a calcium chloride solution for cooling off the cylinders of your gas or oil engines. Don't trust your memory to drain the water out of the jacket every night. Use a solution which will not freeze.

THE COST of handling grain thru an elevator is of so much importance to the elevator operator, that the possession of exact information on this point would seem necessary to the success of any grain dealer, yet many drift along in the old way and permit the profits of one department of their business to be wasted in conducting another. The beginning of the new year is a good time to start in keeping track of all expenses incurred by each department. Then as the unprofitable departments are shown up, they can be dropped, to the advantage of all concerned.

ONE OF North Dakota's Congressmen is seeking to force the Federal government into the manufacture of flour, and recently introduced a bill for the fool purpose of erecting a mill and bakery in Washington, D. C., ostensibly to demonstrate the real cost of making bread. Now everyone who has eyes or ears is supposed to know that it costs several times as much for the government to perform a given service as for a private individual to perform the same service, so the demonstration would be absolutely worthless, and a lot more of the people's money would be wasted by a socialistic congressman with a weakness for the limelight.

THE COST OF paper, engravings and printing has been so greatly increased this year, that prices for all publications must soon be materially advanced, if the plans of the Postmaster General to establish the zone system of postal rates on printed matter is enacted into law. The government has spent enormous sums in attempting to encourage the city dweller to go back to the country, and now with its proposed zone system of collecting postage on printed matter, it will penalize all people living long distances from commercial and publication centers. The circulation of good literature and of business and technical information thru the mails makes for more intelligent citizens, as it enables men in distant parts, who are willing to read, to keep posted regarding the latest and best in their line of effort. No publisher tries or expects to get the cost of producing a publication from subscribers, nor could many of them expect to do so. If the proposed zone system of assessing postage on printed matter becomes a law, it will surely effect a great reduction in the number of business papers, all of which help to promote efficiency and economy in the different lines to which they are devoted.

CARS SEEN leaking grain in transit would be reported more frequently in our columns, if so many of the railroads did not issue embargoes against grain shipments. Do not overlook the fact that every car reported leaking in transit helps to encourage the railroad company to provide better box cars for grain. Let us have your assistance. Report what you see.

COMMUNITY CLUBS have done so much to interest farmers and country merchants in the welfare of their own community, the wonder is that every town and hamlet has not a strong club working to promote the common interests of all. The nail keg clubs of selfishness have done so much thruout the years to blacken the reputation of every town merchant and to discredit his business methods, many farmers and local citizens have gone away to trade. Such disloyalty to home institutions works an injury to all. The community clubs not only help to improve local business conditions, but they also help to interest all in the welfare of the town, to the end that living and business conditions are greatly improved and all are better off for the effort.

THE NECESSITY of confirming in writing all verbal contracts for sale and purchase of grain is again emphasized by an experience recited in "Asked-Answered" this number. Written confirmations not only give each party to the contract a clear understanding of exactly what is intended by the other party, but they also insure both parties agreeing to one and the same thing. While contracts amounting to many millions are daily made by grain dealers without written confirmations, the numerous disputes and differences continually arising between buyers and sellers prove conclusively that the written way is the safer way. Verbal contracts for large amounts are not enforceable in any state, and as is pointed out by our correspondent such contracts have no standing in the courts.

A CAR DUMPING tippie is to be a novel feature of a new elevator now under construction at Minneapolis. It is claimed that with this new device it will be easy to unload 100 cars of grain in ten hours. Inasmuch as but two men are required to operate the tippie, it will materially reduce the expense, as well as facilitate and expedite the unloading of grain from the cars. Various tilting operations are employed in pouring the grain from the car, so that power shovels will no longer be needed, except as emergency implements. Another patent covering a device of this character is also described in our department devoted to "Patents," this number, so it seems certain that the old method of unloading grain from cars at terminals will soon be abandoned.

"Natural Shrinkage" Deduction Left to the Courts.

The Report of the Interstate Commerce Commission, which is published elsewhere in this number, will be read with more than passing interest. It throws the natural shrinkage dockage matter into the courts, where it belongs.

The docking of grain shipments, to allow for so-called "natural shrinkage," has caused the Interstate Commerce Commission so much worry and work that it now seems disposed to refuse to have anything more to do with this confiscation of the grain shippers' property. Most of the courts are agreed that the railroads should not be permitted to take the shippers' property without proving that the grain concerned in each instance did actually shrink. Docking one shipment because another was full of water and did shrink is not reasonable or fair.

Shippers should not stand for such unreasonable deductions from their claims for grain lost in transit. It would be just as reasonable for the shippers to insist that the railroads pay the full amount of a shortage claim on the ground that three or four other shipments made at previous times had shrunk the amount claimed.

The railroads expect the shipper to show loading and unloading weights in support of his claim of loss in transit, and shippers do not hesitate to give these weights. They do not seek to establish the weight of their grain by the law of average, but by the actual weights obtained over scales of known reliability. Docking an entire carload to allow for so-called "natural shrinkage" simply because the shipper has filed a claim for loss in transit should not be tolerated by the shippers.

If the railroads are content to abide by the law of averages, the shipper might reciprocate by insisting that his freight bill be reduced on each car to allow for the weight which the railroad claims to be the average shrinkage. Of course, the destination weights would not always justify this deduction of freight, neither will they justify the deduction in the weight of grain which the railroads so perversely and obstinately insist represents the natural shrinkage.

WITH THIS number the Grain Dealers Journal completes its 37th volume. Our entire staff is striving to make each number better than the last, and of more real help to those engaged in the grain business. We aim to classify our matter so that all readers will be able to get the facts they are interested in with the least effort, to the end that we may reach a larger number of interested readers. It is our desire to publish information of every kind which will be of any help to those live dealers who are engaged in the business today. If at any time you wish trade information, and you do not find it in the Journal, make use of our "Asked-Answered" column, and we will try to get the information for you.

Greetings

"A Merry Christmas to You!" These words, like the bells on Christmas day, proclaim the glad song of peace on earth, good-will to men. They imply good cheer, brotherly love and the spirit of Yuletide. The season's greetings come with special significance today when the armies of one-half the world are grappling at each other's throats. The trade may well rejoice because of the prosperity and trade advances of the past year and especially because this country is still at peace with the whole world. War closes the doors to brotherly love and opens the doors to hate. How sweet, therefore, these words of cheer.

In sending our greetings to the readers of the Journal, we wish to express the hope that our service has been of sufficient help to make this Christmas time the merrier for their having had it. Cold type is a poor substitute for the cordial handshake, the smiling face, and the friendly voice. We should like to grasp each and every one of you by the hand and give you our Christmas wishes face to face. We surely wish all a Merry Christmas.

Letting the Contract.

The practice has long been common with country grain dealers to let contract for their new elevator to builders who are willing to engage in an underbidding contest. Naturally the result has been that many dealers have not secured what they wanted but have paid for very poor elevators and the builders have lost considerable money. In the absence of complete plans and specifications, it is somewhat difficult for the elevator builder to obtain a clear understanding of exactly what the grain dealer wants or expects to get, so it has been common with many builders to bid low enough to get the contract, then to add enough extras or make changes that will insure a profit.

A contract was let for a new Illinois elevator last week, in keeping with the methods employed in the letting of contracts for large terminal elevators. Complete plans and specifications were prepared for a 35,000 bu. 9 bin elevator. Bids were asked for on a house to be built in keeping therewith, and the builders were given to understand that nothing else would do. Notwithstanding this fact, the seven bids submitted varied from \$6,625 to \$8,964. The builder who made the low bid and was tendered the contract was so far out of line in the cost of material and labor that it seemed probable he would throw up the contract rather than attempt to squeeze a profit out of a bad bargain.

When all grain dealers have complete plans and specifications drawn up, so clearly describing the plant wanted that all builders will figure on the same struc-

ture, then will they come nearer to getting a desirable elevator and the bids on the job will be nearer together. It is not to be expected that the figures of different builders would agree, when no one has a definite idea of what is to be erected.

Another Illinois grain firm is learning, to its cost, that all labor and material bills should be receipted before settling with the contractor. After having paid the principal contractor all and more than his contract called for, the firm has been made defendant in suits brot by subcontractors, who may recover on a showing that their labor and material went into the building, the agreement, with the principal contractor that the building was to cost no more than a certain sum being no defense. Under the laws of most states the principal contractor is at liberty to mismanage and bungle the job, subcontractors and materialmen passively acquiescing in waste as the law secures their pay for material actually going into the building. The grain dealer can avoid paying twice for his new elevator by requiring the contractor to give bond that all liens will be satisfied. The builder without reputation or financial responsibility will find it difficult to give such a bond. The first essential is the employment of a competent architect who can draw a plan and prepare specifications to meet the grain dealer's requirements without alterations after the work has been begun, as a material change in the plans after the contract has been let releases the surety.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

St. L. & M. S. 34725 passed thru Plano, Ill., Dec. 6, leaking corn.—Jeter & Jeter.

P. & E. 45995 passed thru Paris, Ill., Dec. 7, eastbound, via the Big Four, leaking white corn.—E. P. Huston, of Rudy-Huston Grain Co.

C. H. & D. 45547 passed thru McPherson, Ia., Dec. 9, eastbound, leaking corn at doorpost. Did not have time to repair as train stopped only a minute.—W. H. Peake.

S. P. 81523 passed thru Shipley, Ia., Dec. 8, leaking yellow corn in small stream thru siding 3 ft. from doorpost. Did not have time to repair.—Shipley Grain Co.

Pere Marquette 41872 arrived at Onawa, Ia., southbound, Dec. 6, leaking white corn thru a hole in the floor at the grain door. The train crew, together with one of our men, patched the leak here, but considerable corn must have been lost before the repair was made.—A. D. Post, mgr. Farmers Elevtr. Co.

Buyer's Right to Inspect Purchase.

A correspondent, in criticising our review of the decision of the Tennessee Supreme Court, published on page 987 of the Journal for Dec. 10th, maintains that the buyer should have the right to inspect his purchase before paying draft. If the buyer felt that he was dealing with a shipper that made it necessary for him to inspect his purchase before paying draft, then he should so specify in his contract and insist that shipper mark B/L "Inspection allowed."

The general acceptance of the trade and by many railroads, is that an S/O B/L attached to a draft does not carry with it the right of drawee to inspect the property before paying the draft and surrendering the B/L to the railroad company. The trade needs a way to protect the property of the shipper from the condemnation of the buyer, prior to the payment of the draft, and that is the true purpose of the S/O B/L, in fact this form of B/L carries the following clause:

The surrender of this original order or bill of lading properly indorsed shall be required before delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law, or unless permission is indorsed on this original bill of lading, or given in writing by the shipper.

There can be no doubt in the mind of anyone who understands English that this clause means exactly what it says, and that the buyer shall not have the right of inspecting the property until he has obtained and surrendered the B/L. Until he pays the draft, he has no property right in the shipment, and the carrier has agreed not to permit inspection. The buyer is just as familiar with the use and the purpose of the S/O B/L as the seller, and if it is his desire to inspect the property before paying the draft, then he should refuse to enter into a contract until the shipper has agreed to permit inspection.

The initial carrier in this case had agreed not to permit inspection, and the final carrier should have carried out the agreement. The shipper, recognizing that the buyer was likely to look for excuses to default on the contract, if the market went down, sought to protect himself by using an S/O B/L.

In redrafting Bs/L under the new law which will go into effect the first of January, the members of the trade should see to it that shippers are provided with means for protecting their property from inspection by drawee until the B/L is surrendered. If the buyers do not care to do business on these terms, then that must be made a part of their contract with the shipper, but the limitations of the S/O B/L must be clearly outlined and defined, so that all may have a uniform understanding as to exactly what are the rights of all parties when such a form of B/L is used.

The Tennessee court's technical interpretation of the rights of the delivering carrier may be correct under the state laws of that Commonwealth, but it destroys a right of property control given to shippers, who use the S/O B/L in other states. This confuses and confounds business men who are striving to learn their rights and how to protect them.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

U. S. Wheat Acreage?

Grain Dealers Journal: What was the acreage planted in all wheat in the United States in 1914, 1915 and 1916?—E. W. Del Bondio & Co., New Orleans, La.

Ans.: Acreage of winter and spring wheat combined in the United States was 53,541,000 in 1914, 60,469,000 in 1915 and 52,785,000 in 1916, as reported by the U. S. Dept. of Agriculture.

Machines for Splitting Peas.

Grain Dealers Journal: We are wanting the names of some mill machinery houses with whom we could figure with for some pea splitting machinery which we are intending to install, and would like to have the names of reliable concerns who could furnish this equipment.—F. G. Johnson & Co., Harrisville, Mich.

Ans.: The results desired can probably be obtained by writing to the manufacturers of mill machinery whose names are given in the advertising columns of the Journal for a pair of smooth rolls, which can be adjusted so as to simply crack the peas. By feeding the peas to the rolls evenly spread thru the opening between the rolls they could be split without crushing.

Ask Suggestions on Account Book Ruling.

Grain Dealers Journal: Below is a specimen page of a form which I use and find very satisfactory and complete. This form gives all the details of the transaction, including the weight of each load, with amount in bushels and pounds; the price paid per bushel; the value in dollars and cents; the date of settlement (or when sold); the number of the check issued in payment; the amount deducted from check for storage, book account or any other reason for deduction, and the amount for which check is issued. When grain is delivered the five columns to the left are filled out, when sold, the next three are filled out, and the last

three are filled out when settlement is made.

What is the opinion of other grain dealers in regard to this style of ruling?—Yours truly, J. C. Fornshil, Agent, The Eikenberry Bros. Co., Collinsville, Ohio.

Grinder for Velvet Beans?

Grain Dealers Journal: What kind of a mill is used to grind velvet beans?—J. M. Blackshear.

Ans.: No special mill is needed to grind velvet beans. When the beans are not very damp good satisfaction will be given by using a steel plate grinding mill.

Explanation of Puts and Calls?

Grain Dealers Journal: Some time ago we read an explanation of trading in puts and calls in the Journal, which appeared to us at the time as being particularly good. When was this article published?—Turtle & Co., Minneapolis, Minn.

Ans.: The article explaining puts and calls was published in the Journal Oct. 25, page 672.

Experience with Railroad Scale Inspectors?

Grain Dealers Journal: The railroad company claims our scales are not reliable and refuses to pay claims. We are asked to let the railroad company furnish a scale inspector to inspect scales, which I refused, but offered to let the state dairy food commission inspect, as they are disinterested parties.

I am afraid that on some small pretext the railroad would condemn scales and refuse all claims filed and all in the future. It looks to me like the railroad company was using the shippers in a co-operative movement merely to get the upper hand.

I have had some experience with the new form of weight certificate the railroad has been asking shippers to fill out and file with B/L to get actual weights of car on shipments; and the railroad company checked up our weights and looked over our books and found a difference in our weights compared with destination weights, altho the overrun and underrun on a number of cars has been about equal. I would like to know what has been the experience of other shippers with the railroad scale inspectors.—E. E. Billings, Grundy Center, Ia.

Ans.: At the annual meeting of the Missouri Grain Dealers Ass'n O. W. Carter of Fortuna said: The Missouri Pacific Railroad had been testing my scales, and as the stirrup was not in right they were weighing 24 pounds heavy. The scale expert left it that way when he should have

remedied the defect. We since put the scale in order, but the railroad company has refused to pay any claims ever since. My scales have been tested and found correct, but on 21 cars I shipped I have been short an average of 12 bus. to the car.

Mr. Mitchell of Hannibal told at the same meeting how he bot track scales three years before and had paid out \$1,150 for expert service and repairs and still the railroad company will not accept the scales as correct. What constitutes adequate weighing facilities?

Oral Deals With Contract Jumpers.

Grain Dealers Journal: Some time ago I sold two cars of wheat to a broker at what I considered a very attractive figure. The sale was made over long distance telephone and neither of us confirmed it in writing, altho the market went first down and then up. I got a much higher price for my wheat from another party and now the first buyer is sore because he did not get my wheat and he comes at me with a vindictive letter, so malicious in spirit that I deem it actionable under our libel law. He writes:

"We took the matter up with our lawyer about the car of wheat which in our opinion you welched on and our lawyer tells us that we have not a leg to stand on for the reason that you can take refuge behind what is called an unconscionable defense, which means a defense that a man without conscience will take.

"This old law had a funny derivation. It was an old English law that came into effect at a time when society was not organized and very little business was done on honor except among the high class of people, who at that time were termed "gentlemen" to distinguish them from commoners. It seems that unscrupulous people were able for a few cents to get other unfortunates to swear that they heard a verbal contract made, and a verbal contract at that time was valid. So many unscrupulous people took advantage of this condition that the law was changed so that a written contract is necessary from both parties. Judges, when a case of this kind comes before them and a man takes refuge behind this unconscionable defense, take the trouble to tell the party taking the defense just what class of society they belong to and let it go at that.

"When we realize that nine-tenths of the trades that we make are verbal and are not confirmed in writing sometimes until the market has had a radical change, we realize that the contracts in the grain business are really made on honor, and business, except in a picayune way, could not be done on any other basis."

Date	Gross	Fare	Net	Quantity bu. lbs.	Price	Amount \$ cts	Date Settle- ment	Check Number	Amount Deducted \$ cts	Face of Check \$ cts
1916	Joseph Smith, Wheat									
Dec 1	8940	3925	5015	83 35						
	8790	3940	4850	80 50						
2	8860	3960	4900	81 40						
4	8960	3955	5005	83 25						
	35550	15780	19770	329 30	175	576 63	12-11-16	1487	28 50	548 13

I will be pleased to know what is the best policy to pursue in handling this matter. If the broker had given me a written confirmation and I had accepted the terms of his confirmation, I would surely have delivered him the wheat.—Ohio Shipper.

Ans. Verbal contracts for a carload of any kind of grain are not enforceable in any state, unless confirmed in writing by both the parties. However, anyone who encourages defaulting on oral contracts is likely to be the next dealer to suffer by reason of his failure to have his contracts confirmed in writing. The market might have a heavy decline after your next sale, and if the contract is not confirmed in writing, the buyer might treat your interest with as scant consideration as you have given to the brokers interests. The only safe way to do business over the long distance telephone is to insist on receiving and giving written confirmations. Fortunately it is possible for most of the grain firms to do business without the necessity of written contracts, altho the business would be much safer if all insisted upon receiving and giving confirmations in writing.

How to Protect Corn from Weevil.

Grain Dealers Journal: This section can and should grow more and better corn, but we can not expect our farmers to produce much of a surplus until means are provided for protecting the grain from the corn weevil which multiply very rapidly here. If we had a weevil proof store house here with ample storage and facilities for shelling we could easily induce the farmers to grow more corn. If we run the corn thru a drier and killed the weevil would that keep weevil out

of the grain?—O. W. Caswell, Live Oak, Fla.

Ans. Most of the corn grown in Florida will be so dry by the time it leaves the farm that there will hardly be occasion to dry it. If you dry it much it will break and crumble. Little of the corn grown south of the Ohio River ever needs drying. It matures so early in the season it is invariably thoroly cured in the field. The chief difficulty in storing grain in Florida is to protect it from weevil. A good plan is to make the bins of small capacity so that there will be less occasion to disturb the contents except to empty the bin and thus reduce the opportunity of weevil getting into the grain. The weevil can be exterminated with a few applications of bisulfide of carbon to the grain provided it is stored in air tight concrete bins, with openings into and out of the bins, so arranged as to make the bins weevil proof.

Form for Weighing Notice to Railroad.

Grain Dealers Journal: As we understand the Pomerene B/L Act it is necessary for shippers to file notices with the railroad company stating that shipper has adequate weighing facilities, so that when each car is loaded the carrier's agent can supervise the loading or weighing.

If any readers of the Journal have gotten up a form of this kind we would be pleased to learn of it thru this column of the Journal.—W. F. Starz & Co., Fowler, Ind.

CHAIRMAN HENRY of the House Rules Committee has announced that he is opposed to an embargo on food products.—P.

Coming Conventions.

Jan. 2, 4.—Eleventh annual wheat convention at Pullman, Wash.

Jan. 3, 5.—Kansas Farmers Co-operative Ass'n at Hutchinson, Kan.

Jan. 3, 5.—Annual Northwest Grain Convention at Corvallis, Ore.

Jan. 9, 10.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 18, 19.—Council of Grain Exchanges at Chicago.

Jan. 23, 25.—Iowa Farmers Grain Dealers Ass'n at Sioux City, Ia.

Feb. 14, 16.—Farmers Grain Dealers Ass'n of Minnesota at Minneapolis, Minn.

Feb. 27, 28.—Farmers Grain Dealers Ass'n of North Dakota at Fargo, N. D.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

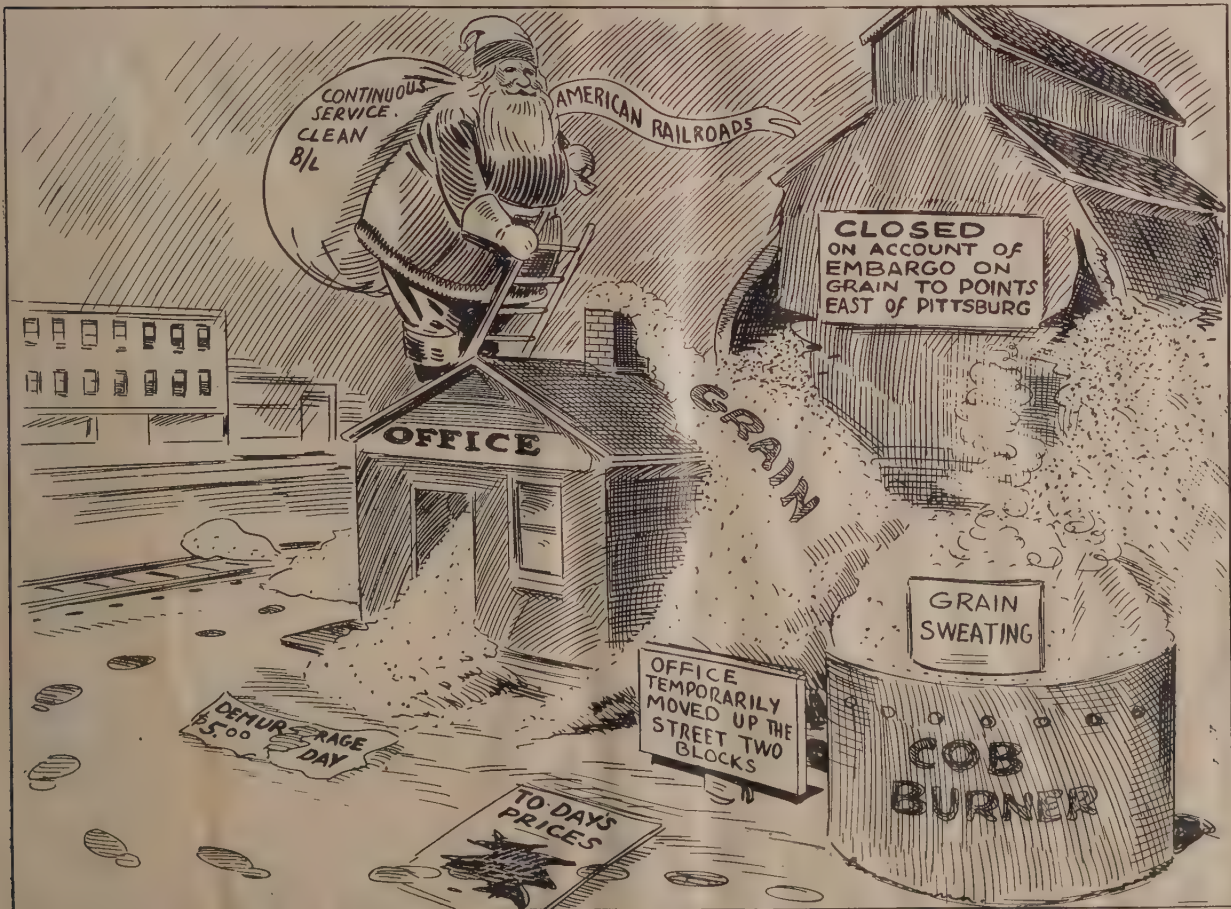
Our Callers

M. Riley, Cincinnati, O.

R. D. Whitmore, Galva, Ill.

J. C. McCrea, Woodstock, Ill.

I LIKE the Grain Dealers Journal very much. It contains a great deal of valuable information.—S. A. Nelson, Mapleton, Ia.



Santa Claus Might Present a Real Christmas to All the Grain Dealers, but the Congestion is So Great He Can Not Get In.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Price for Grain in Excess of Contract.

Grain Dealers Journal: A recent experience of ours convinces us that it would be well to have in all contracts entered into with farmers for the future delivery of grain, an explicit statement as to the price to be paid the farmer for any grain delivered in excess of the amount covered by the contract. We are now writing in our contracts the following sentence: "Delivery of grain in excess of the amount stipulated in this contract will be paid for at the market price day of its delivery."

By adding this sentence to the contract, the farmer has no grounds for expecting the contract price for any excess grain he may deliver, after the market has declined. So many farmers have a weakness for putting one over on the grain dealer that they cannot resist the temptation to try to crowd in on an old contract some of their neighbor's grain at the old price.

When the market goes up before contract is filed Mr. Farmer sees to it that he delivers only the exact amount stipulated in the contract, and emphatically insists upon having the top of the market for any excess he may have at home or on his wagon, hence we believe that it is up to the grain dealer to insert this clause in all contracts, and thus protect himself against disputes and differences over the excess.—Turner Bros.

Better Equipment Needed Instead of Doors in Car Roofs.

Grain Dealers Journal: I have been reading with considerable interest the arguments put forth in your columns in regard to doors in car roofs for loading grain. While most of the letters published have been in favor of doors in the roof, I can see little advantage to be derived therefrom. In the first place there would have to be at least four small doors, or two larger ones in order that car might be loaded evenly. As grain does not seek its own level I cannot see how one could load a car to capacity, without getting into car to level off the grain.

Another disadvantage is that one would have to be moving the car so often to change loading spout that it would take more time than under the present method of direct gravity loading spout. Unless the loader watches very closely in loading thru roof doors he would be very likely to fill the car too full in one place causing a clog up. Cleaning out the boot is a very disagreeable job.

If every elevator was equipped with a direct gravity loading spout from the head of the elevator leg there would be no necessity of doors in the roofs of cars to increase the many risks the shippers are now taking. A direct gravity loading spout can be installed for a very small cost with a flexible spout holder at the

car. The loader will load any car to capacity without shoveling, for I have loaded several hundred in that way and know it can be done.

If more country elevators would put in up-to-date equipment, instead of spending valuable time trying to compel railroads to furnish them with unnecessary equipment, we would in time derive the benefits in reduced rates and more harmony in settlements of shortage claims.—Yours truly, N. H. Mongeau, Mgr., Northwestern Elevator Co., Marshall, Minn.

Buyer's Right to Inspect Purchase.

Grain Dealers Journal: I have read with a great deal of interest the article on page 937 of the Dec. 10th number of the Journal in reference to the unauthorized inspection of a shipment by the buyer. I cannot resist the temptation to take issue on one point. The article says, "in too many cases all the shipper's efforts to protect himself against a crooked buyer have been set at naught by loose methods of the carrier or friendship between the notify party and the carrier's agent at destination, permitting him as a personal favor, to look into the car before paying the draft!"

Now really, what good reason is there why anyone should pay anywhere from five hundred to two or three thousand dollars to secure the surrender of a bill of lading for a shipment standing on his track until he has examined it, and assured himself that the car contains the quality and quantity of the goods represented by the invoice? I might equally well put it this way. "In too many cases all the buyer's efforts to protect himself against a crooked shipper have been set at naught by the railroads insisting on enforcing an entirely unreasonable rule prohibiting inspection of a shipment before the surrender of the bill of lading."

An experience of a goodly number of years in buying and selling grain and feeds has thoroly convinced me that while there is a very considerable amount of wickedness in the grain, flour and feed trade, it is pretty evenly distributed between sellers and buyers or shippers and receivers, and no one has ever yet given me a satisfactory reason why a shipper, who has delivered a shipment in accordance with the terms of his sale should have any fear at all as to the result of inspection of the goods at destination, or, should attempt to prevent such an examination. If the buyer is a crook there is a remedy right at hand.—*Don't sell him.*

As a matter of fact, this case of Murphy & Co. is only one of a number of quite similar cases which have firmly established the right of the buyer to protect himself from fraud on the part of a shipper by an inspection of the goods before payment, and such inspection does not in any way affect the seller's rights in the matter if the goods on inspection are found to be in accordance with the terms of the sale.

As is brot out in the decision of this case, the right of the buyer to examine may be limited by contract and a sale subject to draft payable at sight would undoubtedly be considered a limiting clause, the buyer in such a case being under obligation to protect himself by careful selection of the shipper and in such a case the acceptance of the draft does not in any way limit the legal rights of the buyer in case the goods delivered are not in accordance with the contract terms. The trouble in such a case, how-

ever, is the "innocent and unsuspecting" buyer has the inferior goods while the "wicked and unscrupulous" shipper has the money.

Granting, as I think you will, the correctness of the action of the court, did you ever see the respective rights of buyer and seller more clearly and concisely stated than in the past paragraph of the decision?—Yours truly, D. Arthur Karr, Philadelphia, Pa.

An Elevator on Wheels.

Grain Dealers Journal: Here is a regular box car:

Car C. & N. W. 122924, billed recently from Pierson, Iowa, was unloaded at destination with a weight of 132,280 lbs.—Yours truly, Quinn-Shepherdson Co., by L. J. Dillon, Traffic Manager, Minneapolis, Minn.

Why Not the Universal?

Grain Dealers Journal: I do not understand why every grain dealer does not use the Universal Grain Code. It is certainly most conveniently arranged and easily understood. Men who have used it tell me that it is a great toll saver. I have found many dealers in the southwest who have the code, but who do not use it often enough to really get acquainted with it. I remember one man telling me "I have never used the Universal in sending a message, in fact I have waited for the other fellow to start."

All the dealers who have the code are agreed that it is an excellent code, but they simply do not take advantage of their opportunity for reducing their tolls. I remember that I was just like all the rest of them, I did not relish the idea of spending time getting acquainted with a new code, but when on the road I had occasion to send some very long messages. After some experimenting I used the Universal exclusively and was surprised at the ease with which I became accustomed to its use. I found it very simple and after a few messages had been sent the novelty wore off and I had no trouble whatever in sending my message in fewer words than I could with any other code. The man who denies himself the use of the code is paying more every month for not using it than the cost of the code.—Chas. Champion, Laceyville, Pa.

A WIRE OFFER of 35,000 bus. confirmed by letter specifying 3,500 bus. is good for 35,000 bus. is the decision of the Supreme Court of Kansas recently in favor of the Cargill Commission Co., of Minneapolis, Minn., against the Hutchinson Grain Co., Hutchinson, Kan. An error was made in the cipher, the Hutchinson Grain Co. intending to sell 3,500 bus. The lower court decided in its favor, but this was reversed by the Supreme Court.

Books Received

WHEAT FIELDS AND MARKETS OF THE WORLD is the subject of a comprehensive volume consisting of two parts, the first part discussing the various wheat fields of the world and the second part discussing the markets and the subject of pests and calamities. By Rollin E. Smith, Minneapolis. Cloth, 418 pages. The Modern Miller Co., Chicago, Ill. Price, \$2.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal., Dec. 1.—Receipts of grain at this market for November, 1916, were: Wheat 7,581 tons, corn 803 tons, oats 3,685 tons, barley 8,585 tons, and beans 570,273 sacks; compared with wheat 21,298 tons, corn 1,505 tons, oats 2,395 tons, barley 30,155 tons, and beans 570,273 sacks for November, 1915.—Henry C. Bunker, chief grain inspector.

CANADA.

Montreal, Que., Dec. 22.—Exports of grain during the season 1916 from this port are: Wheat, 34,668,000 bus.; corn, 5,201,000 bus.; oats, 36,616,000 bus.; barley, 4,600,000 bus.; rye, 685,000 bus.; peas 23,000 bus.; total, 71,589,000 bus.—B.

INDIANA.

Elkhart, Ind., Dec. 14.—Not enough corn and oats grown here for home consumption; mills use all the wheat.—Burrell & Morgan.

MINNESOTA.

Le Sueur, Minn., Dec. 22.—About 50% grain still in farmers' hands; no corn will be shipped from this station.—Wierwill Bros.

MISSOURI.

Jasper, Mo., Dec. 13.—Wheat about all sold.—Farmers Elevtr. Co.

Columbia, Mo., Dec. 16.—About 83% of corn crop was cribbed before Dec. 1.—State Board of Agriculture.

Sturgeon, Mo., Dec. 15.—Will not be any corn to ship out from here this year; will have to ship in later.—C. W. Glynn.

MONTANA.

Three Forks, Mont., Dec. 18.—Grain at this point practically all in; only about 125,000 bus. came to this market; we are retailing oats at \$2.10 per cwt.; competition is keen in the grain business in the Gallatin Valley, especially this year account short crop, with several mills here scrambling for wheat and in some instances paying flat freight off from the high market.—W. A. Clark, mgr. Three Valleys Co-operative Ass'n.

NEBRASKA.

Dorchester, Neb., Dec. 11.—Car shortage getting lighter every day.—E. M. Olds, mgr. Farmers Grain & Live Stock Co.

Marquette, Neb., Dec. 18.—Elevtrs. are all filled up and can't buy any grain; there is a shortage of grain cars; paying \$1.37 for wheat, 75c for corn, 38c for oats.—E. G. Raymers.

Lawrence, Neb., Dec. 22.—Altho car shortage is felt here the elevtrs. at this station have not been blocked so far this winter; very little of 1916 corn crop has been offered for sale as yet.—M. E. Lawrence, agt. Duff Grain Co.

SOUTH DAKOTA.

Wakonda, S. D., Dec. 22.—Think about 3-5 or more of corn crop sold.—A. J. Macy, mgr. Farmers Elevtr. Co.

WISCONSIN.

Milwaukee, Wis., Dec. 1.—Receipts of grain at this market for November were wheat, 1,556,981 bus.; corn, 1,246,200 bus.; oats, 3,367,280 bus.; barley, 2,655,740 bus., and rye, 586,060 bus.; compared with wheat, 1,346,000 bus.; corn, 761,175 bus.; oats, 3,855,100 bus.; barley, 2,679,240 bus., and rye 866,860 bus. for November, 1915. Shipments were wheat, 825,201 bus.; corn, 343,453 bus.; oats, 3,702,031 bus.; barley, 1,043,060 bus., and rye, 394,724 bus.; compared with

wheat, 632,928 bus.; corn, 446,777 bus.; oats, 4,391,527 bus.; barley, 928,275 bus., and rye, 779,401 bus. for November, 1915.—H. A. Flumb, sec'y Chamber of Commerce.

Conference on the Reconsignment Privilege

A conference on the reconsignment privilege was held at Washington, D. C., Dec. 20 and 21, at which Pres. Fairfax Harrison of the Southern Ry. presided and Geo. Hodges acted as sec'y.

H. W. Robinson, of the National Hay Ass'n: The blame for the delays in the movement of hay and grain cars lies directly on the railroads, and we feel keenly that this is an unjust penalty laid upon us for their sins. How can business be done unless grain is sent to terminal markets for inspection and then consigned to points of consumption? Let us try out the higher demurrage charges recently imposed. If they do not bring relief then let us try something else.

Walter Smith of Boston, Mass., gave the statistics respecting 120 cars ordered by his firm and they arrived during a period running from three to 120 days. He said that the time of arrival at hold points ranged from two to 56 days, and he asked the railroad men to frankly say how they would operate a business needed to keep men and animals from starving on such schedules as that. Rubbing the whole people with an obnoxious liniment, he said, because some of them have rheumatism, did not commend itself to him.

R. D. Jenks, representing the hay and grain interests of the Philadelphia Commercial Exchange: One effect of the proposed changes would be the wiping out of the hay and grain business of the members of our organization. The Commission only last June held that charges at hold points in which the Philadelphians were interested, are just and reasonable, so there is a specific ruling only a few months old, that must be overcome by positive evidence showing a big change of conditions. There should be a thoro trial of the advanced demurrage rates because they will restrict unnecessary use of equipment.

C. G. Burson, Pittsburgh Grain & Hay Exchange: Of 2,000 cars sent to Pittsburgh, sixty were delayed on account of reconsignment and only ten of them for more than one day. If the carriers directly proposed ten and twenty per cent advances in hay and grain rates, instead of indirectly, they would hear from the public—at length.

Exports of Grain Weekly.

	1913.	Wheat.	1915.		1913.	Oats.	1915.
July 4, '14, to July 3, '15:							
	314,473,000	192,348,000	101,585,000		17,702,000		
July 3, '15, to July 1, '16:							
	356,036,000	303,441,000	125,709,000		101,626,000		
July 8: 7,071,000		1,890,000	2,570,000		2,410,000		
July 15: 7,968,000		2,049,000	4,299,000		2,829,000		
July 22: 8,327,000		1,548,000	3,411,000		2,680,000		
July 29: 8,891,000		8,806,000	3,985,000		1,846,000		
Aug. 5: 7,032,000		1,971,000	3,381,000		1,382,000		
Aug. 12: 5,782,000		3,841,000	4,403,000		697,000		
Aug. 19: 5,813,000		3,100,000	4,180,000		397,000		
Aug. 26: 7,316,000		4,302,000	3,447,000		290,000		
Sept. 3: 7,679,000		5,317,000	2,357,000		1,700,000		
Sept. 10: 6,641,000		4,788,000	1,640,000		761,000		
Sept. 23: 5,402,000		5,753,000	1,943,000		1,692,000		
Sept. 30: 7,760,000		7,487,000	917,000		1,853,000		
Oct. 7: 6,894,000		10,080,000	1,642,000		726,000		
Oct. 14: 6,314,000		8,764,000	2,025,000		2,827,000		
Oct. 21: 4,329,000		8,985,000	2,897,000		1,056,000		
Oct. 28: 4,478,000		9,744,000	1,732,000		1,814,000		
Nov. 4: 5,235,000		8,983,000	593,000		1,605,000		
Nov. 11: 4,481,000		10,496,000	1,241,000		1,033,000		
Nov. 18: 4,575,000		7,614,000	1,987,000		1,688,000		
Nov. 25: 5,208,000		8,782,000	2,187,000		2,226,000		
Dec. 2: 5,076,000		9,411,000	1,108,000		2,264,000		
Dec. 9: 5,339,000		8,484,000	2,080,000		2,196,000		
Dec. 16: 4,508,000		8,721,000	2,533,000		1,293,000		
Dec. 23: 2,939,000		5,755,000	1,084,000		2,070,000		
Total	150,288,000	157,048,000	58,824,000		37,265,000		

Mr. Fulton, answering statements by Mr. Webster of the New York Central that cars consigned to final destination move without interruption and without delay, said that his experience has been exactly to the contrary. Reconsigned cars, he said, make better time than those started out with complete billing.

W. D. Fulton, chairman of the grain board of the Boston Chamber of Commerce: Hold points are absolutely necessary in the hay and grain business. If the railroads will say they will handle a car of grain in five, ten, fifteen or twenty days, we can accommodate our business to such an assurance. Then we will order what we need in exactly the amounts we know we can use. But how are we going to keep the market supplied, without the hold point privilege when, after ordering supplies the cars intended for the third week arrive first and those intended for the first come the third?

W. P. Trickett, Minneapolis: Conditions at Minneapolis are so different from conditions in the east that the carriers in justice to themselves should send a sub-committee to that city and other primary grain markets in the west to make a general investigation of the subject. Minneapolis is now paying the higher demurrage and has only five hours in which to effect reconsignment.

George H. Anderson, district attorney at Boston, who has been summoned to act as assistant to Attorney General Gregory in high cost of living investigations, said that the Department of Justice, co-operating with local authorities and employees of the Interstate Commerce Commission, had been making an investigation of the car congestion situation in Chicago and other cities and it was a question in his mind whether there should not be criminal prosecution.

The proposed railroad rules were temporarily withdrawn Dec. 21 for further consideration and amendment because, as Chairman Harrison said, in suggesting further consideration the railroads had learned things from the shippers which they did not know at the time the rules were made up. These facts, he said, had impressed him that perhaps changes should be made.

While the railroads had their proposals in "dry dock," the shippers also tried to agree upon a declaration of principles.

The two sides came together again for further conference at an afternoon session on Dec. 21. At the separate meeting of the shippers, a committee undertook to formulate a declaration of general principles, which could be signed by everybody. Thru some misunderstanding the coal interests, represented by M. F. Gallagher of Chicago, did not participate in the discussions of the committee, so when W. E. Lamb, who had been chosen as chairman, undertook to report the action of the shippers' committee, he had to announce that instead of being the unanimous declaration, it would have to be taken merely as the views of those whose names would be attached. P.

Failing to agree on a new schedule of charges for diverting or reconsigning it was decided to hold another meeting of railway traffic officials at Chicago, Dec. 28.

THE BIGGEST DAY'S BUSINESS handled by any grain commission firm is said to have been the transactions Dec. 12 of E. W. Wagner & Co., Chicago, aggregating nearly 30,000,000 bus.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Rapatee, Ill., Dec. 9.—Corn poor; averaging about 30 bus.—G. P. Dikeman.

Beckemeyer, Ill., Dec. 12.—Wheat crop has been almost a failure this year account hessian fly; green wheat looks good but some fly in it; corn yielding from 25 to 30 bus.; oats 25 bus.—Farmers Elvtr. Co.

KANSAS.

Dighton, Kan., Dec. 16.—Prospect for crop not good account lack of moisture.—R. M. Church, mgr. Farmers Elvtr. Co.

Topeka, Kan., Dec. 12.—Estimated wheat acreage 8,887,077 acres or 2.8% more than acreage seeded a year ago; condition growing wheat on Dec. 1 averaged 75.9%; conditions have been favorable in eastern third of state but in other sections lack of moisture preceding sowing and at present time, is cause for poor showing of this fall's wheat; wheat plants are backward for the season; growth small.—J. C. Mohler, sec'y State Board of Agriculture.

MINNESOTA.

Browns Valley, Minn., Dec. 19.—Crop poor; quality exceedingly poor.—R. U. Heath, mgr. Browns Valley Flouring Mills.

Maynard, Minn., Dec. 18.—The crops in this vicinity this year were smallest in years.—N. S. Weber, former agt. Thorpe Elvtr. Co.

MISSOURI.

Jasper, Mo., Dec. 13.—Wheat was a short crop; quality poor.—Farmers Elvtr. Co.

Columbia, Mo., Dec. 16.—Corn yield for 1916 is 139,909,735 bus., compared with 220,235,191 bus. for 1915, and 208,000,000 bus., a 10-year average; yield per acre, 19 bus., compared with 30.5 bus. for 1915; total acreage 7,368,334 acres; quality corn 71.6%. Wheat acreage 1,822,840 acres; yield 15,133,892 bus.; yield per acre, 8.3 bus. Wheat acreage for 1917 is 1,799,513 acres, or 92.6%, compared with 1916. Oats acreage, 1,072,831 acres; yield, 24,831,265 bus.; yield per acre, 23.1 bus. Rye acreage, 12,195 acres; yield, 137,804 bus.; barley acreage, 603 acres; yield, 6,030 bus.—State Board of Agriculture.

Yield and Acreage of 1916.

Washington, Dec. 15.—The December estimates of the Crop Reporting Board of the important farm crops of the United States in 1916 and 1915, with the average for the five years 1910-14, are as follows:

Crop.	Production.			
	Acreage.	Per Acre.	Total.	
Corn	105,954,000	24.4	2,583,241,000	
1916	106,197,000	23.2	2,994,793,000	
Av. 1910-14	105,240,000	26.0	2,732,457,000	
Winter				
Wheat 1916	34,829,000	13.8	481,744,000	
1915	41,308,000	16.3	673,947,000	
Av. 1910-14	30,154,000	16.4	494,654,000	
Spring				
Wheat 1916	17,956,000	8.8	158,142,000	
1915	19,161,000	18.4	351,854,000	
Av. 1910-14	18,799,000	12.4	233,571,000	
All Wheat 1916	52,785,000	12.1	639,886,000	
1915	60,469,000	17.0	1,025,801,000	
Av. 1910-14	48,953,000	14.9	728,225,000	
Oats	41,539,000	30.1	1,251,992,000	
1916	40,996,000	37.8	1,549,030,000	
Av. 1910-14	38,014,000	30.5	1,157,961,000	
Barley	7,674,000	23.6	180,927,000	
1915	7,148,000	32.0	228,851,000	
Av. 1910-14	7,593,000	24.5	186,208,000	
Rye	3,096,000	15.3	47,383,000	
1915	3,129,000	17.3	54,050,000	
Av. 1910-14	2,305,000	16.3	37,568,000	
Buck-				
wheat 1916	845,000	14.0	11,840,000	
1915	769,000	19.6	15,056,000	
Av. 1910-14	826,000	20.6	17,022,000	
Rice	878,800	47.8	41,982,000	
1915	802,600	36.1	28,947,000	
Av. 1910-14	733,000	33.3	24,378,000	
Hay, tame	54,965,000	1.64	89,991,000	
1915	51,108,000	1.68	85,920,000	
Av. 1910-14	49,377,000	1.34	66,234,000	

MONTANA.

Three Forks, Mont., Dec. 18.—Crop was light this year.—W. A. Clark, mgr. Three Valleys Co-operative Ass'n.

Lewistown, Mont., Dec. 22.—The Judith Basin, one of the big wheat producing districts of Montana, has received 32 in. of snowfall since Dec. 1, making an ideal covering for our big acreage of winter wheat.—F. F. Brown, of P. F. Brown Co.

NEBRASKA.

Marquette, Neb., Dec. 18.—Winter wheat looks fine; not much snow so far.—E. G. Haymers.

Dorchester, Neb., Dec. 11.—Wheat not looking good; corn husking finished.—E. M. Olds, mgr. Farmers Grain & Live Stock Co.

Winter Wheat and Rye.

Washington, D. C., Dec. 18.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates: Winter wheat area sown this fall is 2.3 per cent more than the revised estimated area sown in the fall of 1915, equivalent to an increase of 887,000 acres, the indicated total area being 40,090,000 acres. Condition on Dec. 1 was 85.7; against 87.7 and 88.3 on Dec. 1, 1915 and 1914, respectively, and a ten-year average of 90.2.

Rye area sown this fall is 21.3 per cent more than the revised estimated area sown in the fall of 1915, equivalent to an increase of 740,000 acres, the indicated total area being 4,214,000 acres. Condition on December 1 was 88.3, against 91.5 and 93.6 on Dec. 1, 1915 and 1914, respectively, and a ten-year average of 92.9. Details by States follow:

WINTER WHEAT.

State.	Area Sown. Condition Dec. 1.		Autumn, 1916.		Ten-Year	
	Acres.	Pct.	Acres.	Pct.	Average.	
N. Y.	445 99	441 87	91 95			
N. J.	93 101	94 89	93 92			
Penn.	1,415 103	1,457 91	93 91			
Del.	128 106	136 89	89 90			
Md.	665 104	692 88	88 90			
Va.	1,335 109	1,455 89	91 90			
W. Va.	327 104	340 88	91 90			
N. C.	975 108	1,053 89	92 91			
S. C.	220 108	238 87	92 92			
Ga.	348 112	393 92	92 92			
Ohio	1,807 104	1,893 87	85 88			
Ind.	2,256 100	2,256 83	88 88			
Ill.	2,250 105	2,362 91	84 89			
Mich.	830 108	956 86	83 88			
Wis.	101 100	101 93	93 94			
Iowa	410 110	451 92	90 94			
Mo.	2,300 99	2,277 85	83 90			
Neb.	3,375 108	3,645 85	94 93			
Kan.	8,650 103	8,910 83	85 90			
Ky.	950 93	884 85	92 90			
Tenn.	900 100	900 85	91 90			
Ala.	118 113	133 85	94 92			
Miss.	7 250	18 80	93 92			
Texas	1,730 98	1,695 86	90 88			
Okla.	3,200 101	3,232 84	85 87			
Arkansas	265 85	225 87	92 89			
Mont.	775 100	775 91	92 95			
Wyo.	75 105	79 93	92 95			
Colo.	400 105	420 91	91 92			
N. Mex.	72 130	94 93	93 90			
Ariz.	43 85	37 95	95 98			
Utah	256 96	246 91	86 93			
Nev.	23 95	22 90	78 93			
Idaho	364 95	346 89	90 96			
Wash.	867 87	754 72	83 94			
Ore.	590 80	472 78	84 95			
Cal.	393 105	413 89	85 91			
U. S.	39,203	102.3	40,090	85.7	87.7	90.2

RYE.

N. Y.	165 98	162 92	94 95
N. J.	80 98	78 88	92 93
Penn.	230 100	280 89	93 92
Va.	96 100	96 89	93 91
Ohio	80 105	84 89	88 90
Ind.	195 104	203 88	90 92
Mich.	350 108	378 89	87 91
Wis.	425 105	446 95	93 95
Minn.	370 104	385 90	92 93
Iowa	57 102	58 94	94 95
N. D.	360 200	936 84	85 90
S. D.	275 125	344 87	95 91
Neb.	201 108	217 90	96 93
All other ..	540 101	547 90	92 93
U. S.	3,474	121.3	4,214 88.8 91.5 92.9

*000 omitted.

Sargent, Neb., Dec. 23.—Have good corn crop here.—Roy P. Leach, agt. J. H. Currie.

Lawrence, Neb., Dec. 22.—A blanket of 5 in. of snow protected wheat plants from intense cold of Dec. 20 to 22.—M. E. Lawrence, agt. Duff Grain Co.

OKLAHOMA.

Hobart, Okla., Dec. 22.—Wheat in this section has been suffering from open freezes, but with light snow, which we now have, it should come out all right, as there is plenty of moisture; acreage is as good as last year.—Frank W. Nelson.

The Car Shortage.

Two of the large elevators at Milwaukee have been closed on account of the embargoes.

THE FARMERS ELEVATOR at Blue Springs, Neb., has had only one car in six weeks for grain shipments.

OUT OF 25 CARS of corn handled recently 17 made less than 10 miles a day.—H. W. Robinson.—P.

ON ACCOUNT OF THE CAR SHORTAGE interior Oregon towns are being supplied with flour by parcel post.

THE FREIGHT CAR SHORTAGE on Dec. 1 as reported Dec. 18 by the American Railway Ass'n, was 105,527.

ONE MINNEAPOLIS terminal elevator has 570 cars loaded with grain on its tracks and is unable to get them in or out.

FRANKLIN, MONT.—We now have our elevator full of grain and can not get cars.—J. W. Rorabeck, mgr. Farmers Elevator Co.

THREAT OF PUBLICITY is being used by the American Ry. Ass'n to compel compliance by certain railroads with the orders to return cars.

SEVERAL FLAT CARS roofed over with planks and tar paper and loaded with grain passed thru Topeka, Kan., recently over the Union Pacific.

PRIVATELY OWNED locomotive engines and freight cars are being run over the National Railway of Mexico because the company is unable to provide cars.

THE KANSAS UTILITIES COMMISSION held a meeting at Ellis, Kan., Dec. 15 to hear a complaint by the Golden Belt Elevator Co. that the Union Pacific was not furnishing sufficient cars.

I HAVE HAD considerable trouble in getting cars to ship the grain on account of the car shortage and poor management of railroads.—J. B. Behrends, mgr. Farmers & Merchants Mill Co., Firesteel, S. D.

A STEEL BOX CAR of the maximum size has been ordered built by the firm of Tyler & Co., millers of Junction City, Kan., for the shipment of wheat from their country elevators to the mill. On account of the car shortage the railroad company has been unable to furnish cars.

THE GRAIN TRADE ASS'N of San Francisco on Dec. 7 appealed to the Interstate Commerce Commission for relief from the embargo order by the Southern Pacific Co. against shipment of grain to Galveston. George W. Luce, freight manager of the Southern Pacific says: "There are 788 freight cars side-tracked in Galveston and we are short on the coast 3,300 cars. We know that the shippers of barley are losing money, but we cannot get the cars, and the congestion at Galveston is beyond immediate relief. There is no use in sending barley or any other goods from here by the Sunset route until we know that the cars will not be used merely as warehouses until the ships carry the cargoes away. We are sorry that the situation is as it is, but we cannot help it."

Contract Closed by Erroneous Wire Not Voidable by Correct Confirmation.

Shippers who have been careless in their wire and 'phone communications, depending upon the written confirmations later exchanged to make good the omissions and shortcomings of too brief telegrams, will be surprised to learn from a decision of the Supreme Court of Kansas just rendered that they have no standing in court. The confirmation is not so all-important as they have been led to believe.

In June, 1915, E. A. Mowrey of Hutchinson, Kan., and the Cargill Commission Co., of Minneapolis, Minn., exchanged code telegrams by which Mowrey offered and Cargill bought 30,000 to 35,000 bus. of wheat for five days shipment to Minneapolis. Two days later Mowrey received Cargill's written confirmation of such purchase, and he immediately wired Cargill that its confirmation was wrong, as he sold but 3000 to 3500 bushels. Mowrey also wrote Cargill, sending back its confirmation and stating that he had made a mistake in the use of the code word, meaning to sell but 3000 to 3500 instead of 30,000 to 35,000 bushels. Immediately upon the exchange of wires, Cargill had sold 35,000 bus. of wheat in reliance on its purchase of Mowrey, so it insisted on shipment of the full amount by Mowrey. Mowrey advised that he was shipping 3500 bus., but would ship no more. Cargill thereupon went on the open market and bought in 31,500 bus., the amount necessary to make the full 35,000 bus. This wheat was bought in immediately upon getting definite notice that Mowrey would not ship the full amount, and cost Cargill 10c a bushel over the contract price. Cargill then sued Mowrey for \$3150, the damage which it claimed to have suffered.

The case was tried before the District Court of Hutchinson, Kan., and Cargill introduced its testimony which showed the above facts. In fact, there was little dispute about the facts, Mowrey's contention being that as he had not accepted the confirmation there was no contract.

The trial court sustained the demurrer to plaintiff's evidence, holding that it was evident from the course of dealing that the parties intended to send confirmations, and hence that the acceptance of the confirmation was necessary to make a completed contract; that as Mowrey had not accepted Cargill's confirmation for 30,000 to 35,000 bus., the minds of the parties had not met, and hence that there was no contract, and that Cargill could not recover.

On appeal, the Supreme Court of Kansas reversed the trial court, and held that the wires constituted a contract, regardless of the confirmations; that if Mowrey had accepted Cargill's confirmation, he would have been bound by it, but when he refused to accept it, the contract was established by the exchange of wires.

It further held that even tho Mowrey had made a mistake, as Cargill had relied and acted on the wires, it was entitled to recover, and as this was not denied in the pleadings, the Supreme Court sent the case back with instructions to the trial court to render judgment for the plaintiff on the pleadings.

While Cargill claimed the right to buy in enough wheat to make the maximum amount covered by the contract, 35,000 bus., the Supreme Court held that as Mowrey could have filled the contract by shipping the minimum amount, 30,000 bus., Cargill was only entitled to buy in enough wheat to make that amount, in other words, 26,500 bus., and judgment was ordered on that basis.

Plaintiff's attorney, Campbell & Campbell, write that this decision definitely decides the law in Kansas to the effect that it does not take a confirmation of a contract made orally by wire or by 'phone to consummate a binding contract, and that even tho confirmations are not accepted, the original contract as made orally by wire or 'phone still stands. It also decides that if a party to a contract makes a mistake and the other party acts on the contract before knowledge of the mistake, the party making the mistake has to stand the loss if any.

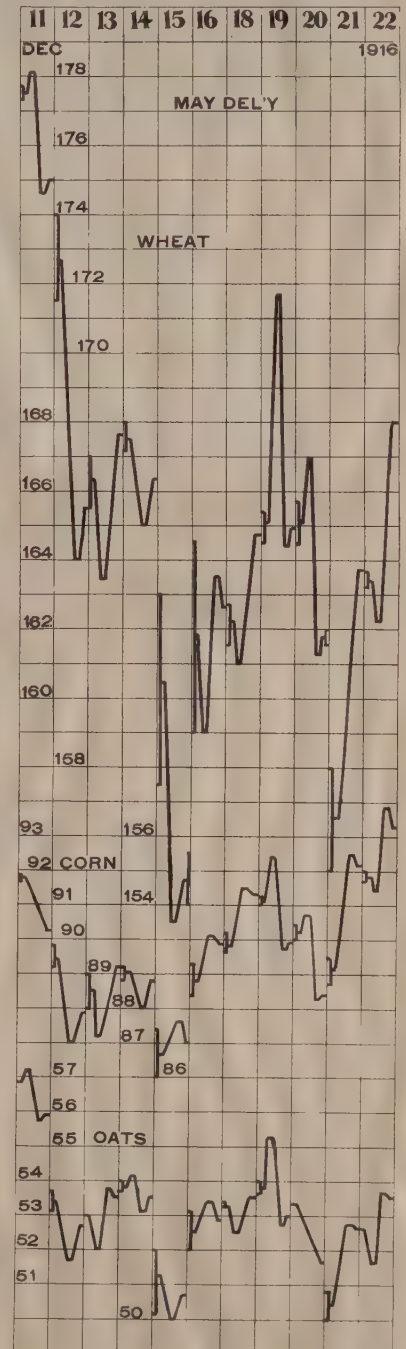
THE GENERAL SCARCITY of foodstuffs is beginning to be felt in Denmark. Since Dec. 1 rye bread, the usual bread of Denmark, has been mixed with 10 per cent of barley, and the percentage will soon be raised to 20 per cent.

BREACH OF CONTRACT entered into before the war is alleged by the Compagnie Commerciale Marseillaise of Marseilles, France, which brought suit Dec. 11 against Norris & Co., at Chicago, to recover \$100,000 damages for failure to deliver grain at a certain time and price.

AS TO THE ADOPTION of the elevator system for bulk handling of grain it is the intention of the Government of Victoria to submit a bill to Parliament providing for the installation of an elevator system based on a 40,000,000 bu. crop, and, if Parliamentary sanction is obtained, it is anticipated the work will be put in hand at an early date.—Hon. H. McKenzie, Minister of Railways, Melbourne, Australia.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for the past two weeks are given on the chart herewith.



PREMIUMS for spot oats advanced sharply as the futures declined. With more settled conditions prevailing there should be revival of the cash demand from consumers, but export business will be dependent upon the amount of ocean tonnage offered, which remains restricted.—L. W. Forbell & Co.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	
Chicago	175	165½	167½	166½	154	162½	164½	164½	161½	163½	167½	
Minneapolis	183½	174½	175½	175	162½	170½	171½	173½	169½	170½	173½	
Duluth	184	174½	175½	175½	162½	170½	171½	173½	169½	170½	173½	
Omaha	172	162½	164½	162½	151	158½	160½	161	158½	159½	164½	
St. Louis	175½	165½	167½	166½	157	162½	163½	164½	161½	162½	167½	
Kansas City	172	162½	164½	163½	151½	160	160½	162½	159	160	165½	
Milwaukee	175	165½	167½	166½	154½	162½	164½	164½	162	163½	167½	
Toledo	184½	174½	176½	175½	162½	171½	173½	174½	171½	173½	178½	
*Baltimore	181½	171½	173½	172½	161½	170½	172½	173	172	174½	181	
Winnipeg	185½	177½	177½	177½	163½	171½	173½	175½	169½	173½	174½	
MAY CORN.												
	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	
Chicago	92½	89½	91½	90½	89	91½	93½	91½	90½	92½	93½	
Kansas City	90	87½	88½	88½	86½	89½	90½	89	88½	89½	91	
St. Louis	92½	89½	91½	91½	89½	92½	93½	92½	90½	92½	93½	
Omaha	88½	85½	87½	87	84½	88	89½	88½	86½	88½	89½	

*Cash No. 2 Red Western.

THE SOO TERMINAL ELEVATOR

Passage Way for Conveyor Belts under Working House of the Soo Terminal.

Minneapolis, the flour producing center of the world, has long been an attractive market for spring wheat. In 1900 its grain receipts aggregated 106,000,000 bus., of which 83,000,000 was wheat. Five years later its receipts increased to 138,000,000 bus., of which 93,000,000 was wheat. In 1914 the Flour City's receipts amounted to 184,000,000 bus., of which 115,000,000 was wheat, and last year it received 229,000,000 bus., of which 142,000,000 was wheat.

New territory is continually being opened to cultivation in the Northwest, and in years when the wheat crop is a failure in the spring wheat section, the Minneapolis mills draw grain from the winter wheat belt. The 1915 business so taxed the grain handling facilities of Minneapolis that several additions have since been made to its list of modern fireproof elevators, one of which is the Soo Terminal Elevator, illustrated herewith, built by the Minneapolis, St. Paul & Sault Ste. Marie R. R. This company operates over 4,000 miles of track and draws grain from Minnesota, North Dakota, South Dakota, Montana, and some from Manitoba. It has several extensions planned that will materially increase its grain tonnage into Minneapolis, so naturally it was constrained to build a modern rapid handling fireproof elevator with ample space for additional storage. The Soo Line Terminal elevator was designed by Mr. R. H. Folwell, engineer and manager of construction for Thompson-Starrett Co., contractors, and is fireproof thruout. In this design Mr. Folwell has spared no expense to make this entire plant up-to-date in the matter of economical arrangement, stability and architecture.

THE ARRANGEMENT of the buildings facilitates the operation of any or all of the auxiliary buildings without in any way interfering with the receiving, shipping and cleaning of grain. The workhouse stands between the shipping and the receiving tracks, the storage annex being connected with the workhouse by conveyors above and below the shipping tracks, the drier, bleacher and boiler house at one end of the workhouse, and the office and transformer house at the opposite end with a system of subways connecting the buildings of the plant.

THE PLANT consists of a 400,000-bushel workinghouse, an 850,000-bushel storage annex and a receiving track shed over four tracks. The shipping track shed over two tracks and shipping spouts in the receiving track shed, a drier of 1000 bus. capacity, a Reynolds bleacher of 4000 bus. capacity with cooling tanks of 40,000 bus. capacity, sulphur storage

for 100 tons, boiler house capacity 300 hp., transformer house capacity three 500 k. v. a. transformers, office building two story and basement, accommodating offices and all conveniences for superintendent, accountants and 40 employees. The entire plant is provided with a subway system giving easy access to all the buildings of the plant without the necessity of crossing tracks.

The shipping shed between the workinghouse and storage annex is 32 ft. wide and roofed with steel canopies. Above the shipping track canopies is a dust house with dust packing capacity of 5 cars a day. At the bin floor the 32-ft. space between the workinghouse and storage annex is spanned by a bridge 100 ft. wide and the storage bins are surmounted by a gallery at the same level accommodating five belts for conveying grain to the storage bins. The entire plant is of fireproof construction consisting of reinforced concrete, brick and steel.

THE WORKINGHOUSE is 150 ft. long by 62 ft. wide and 194 ft. high from the basement slab to the parapet. The entire building rests on a reinforced concrete mattress of flat slab design projecting 3 ft. outside of the building lines in all directions. The one-half million-bushel grain storage in this house is supported by 58 columns on the interior. These columns are reinforced both by spirals and vertical steel. Square type in the basement and round from the first floor to the bottom of storage bins, giving the workinghouse floor the largest possible clear area with a head room of 22 ft. The caps of these columns increase in diameter to 6 ft. at the top and support a bin bottom slab which is of flat slab construction. The enclosing wall of the first story is of brick up 8 ft., the entire opening above the brick being filled by steel sash and wire glass windows.

The storage bins of the workinghouse consist of 20 round bins 14' 4" in clear diameter alternating with 20 round bins 12' 6" clear diameter having 6" walls. These bins are spaced longitudinally so that the bin walls are tangent and placed crosswise of the house. The bins are 2 ft. apart, by which arrangement there is effected three rows of interstice bins nine in each row with a capacity of 3000 bushels. The depth of all the bins of this house is 70 ft., and the entire system of round bins is reinforced with bands of steel every 12". The elevator belts with buckets pass up through spaces left by additional straight walls connecting the tank walls. All wall intersections have steel anchors spaced every 12", also one-inch bars extending vertically in the walls at intervals of 4' to 5'. All bins are made

self-cleaning by means of concrete hoppers and the drawoffs from these bins are provided with 18" rack and pinion bin gates and turnheads of the latest pattern. Access to the upper floors is effected by means of a passenger elevator supplemented by a stairway.

The cupola above the bins is 137 ft. by 61 ft. at the bin and distributing stories reducing in width to 45 ft. at the scale floor, which size continues up through the garner and machinery stories. The cupola is of reinforced concrete skeleton construction with enclosing walls of brick and glass, the brick panels being depressed to effect a relief. Practically all panels are provided with steel sash and wire glass windows. The columns of the cupola are reinforced with spirals and vertical steel and floor slabs thruout are of two-way reinforced construction with contraflexure steel at the top of the slab over all supports to take care of the negative forces and prevent any cracking. All floors in the workhouse as well as the balance of the plant are finished with an inch of cement and sand mixed in equal proportions and trowelled to a smooth surface.

The brick work thruout the plant is laid in cement mortar and in all cases brick panels are keyed to the adjoining concrete columns, and to further add to the stability of the curtain walls 3/8" corrugated reinforced bars are laid every eighth course at the inside and outside edge of the wall.

The leg head supports are concrete columns and girders extending from the machinery floor to the roof and are reinforced with corrugated steel bars using a factor safety of 12 to take care of any vibration occurring at this point.

The roof is reinforced concrete of the same general construction as the floors with carefully finished surface covered with 5-ply tar felt and gravel roofing equal to Barrett specifications.

The bin story is made 16 ft. high to accommodate reversible transfer belt through the middle of the house longitudinally. This belt is carried on a concrete gallery leaving 7 ft. head room under the gallery and 8 ft. head room for the four pulley reversible tripper on the transfer belt. Besides the additional flexibility which is given to the house by raising the transfer belt to this elevation the 16 ft. bin story makes it possible to reach 75% of all the bins in the house from each of the two middle shipping legs and two middle receiving legs by direct spouting. The distributing story is 19' 6", giving ample space for the Mayos, which are 20 ft. radius.

The garner story is 17 ft. in height. In the middle bay of this story are built

seven garner, each filling a complete bay 15'x16' 4", and two bays, one at each end of the house have the garner bottoms raised 8 ft. above the garner floor to accommodate passageway, subdivided into two bins. Also in the side bays are five concrete garner, making in all sixteen garner accommodating the 16 legs of the house.

THE STORAGE ANNEX consists of 30 concrete tanks 20 ft. clear diameter and 45 interstice bins 95 ft. high from the top of the foundation to the gallery floor surmounted upon a foundation 10 ft. high consisting of a reinforced concrete mattress 18" thick at the bottom with intermediate walls so located to take the loads from the tank walls direct to the foundation, and the top reinforced slab 12" thick of two-way type of reinforcing. The tanks are reinforced with horizontal steel bands laid every 12" vertically. All bins are made self-cleaning by means of sand fill laid over with a 4" slab consisting of 3" of concrete and 1" of cement finish. The interstice bins are arranged in five rows of nine bins each, the bins of three rows having storage room for 3,000 bus. each and of the other two rows 1,200 bus. each.

The gallery is a 10-ft. story and is a concrete skeleton construction with depressed brick panels and steel and wire glass windows to conform to the construction of the workinghouse. Additional ventilation in this gallery is obtained by means of a 20-ft. square panel in the center of the roof raising 6 ft. the four sides of which are closed by steel and wire glass windows with full ventilation.

THE RECEIVING TRACK SHED is 70x150', accommodating the unloading of 12 cars simultaneously. Each of the twelve pits have a capacity of 2000 bushels and are made of reinforced concrete. The foundation pits of the track shed are all waterproof reinforced concrete construc-

tion. The superstructure is of concrete skeleton with concrete roof and the side walls are formed of brick and glass panels to correspond with the general construction of the plant. Four rolling shutter doors close at the openings at each end. In the receiving shed are three car-loading spouts to supplement the shipping track shed when necessary.

THE SHIPPING TRACK SHED is located between the storage annex and the workhouse and is provided with six car-loading spouts with a capacity of 240 cars a day.

THE DRIER is of 1000 bus. capacity, located at the end of the workhouse in such position that the reversible belt in the bin story extends through a bridge and delivers grain to the two 6000-bushel garner over the driers. Under each cooler is provided a concrete cooling bin of 1000 bushel capacity. This drier is 125 ft. high of reinforced concrete and steel throughout and is provided with steel and wire glass windows.

THE BLEACHER plant consists of a 4000-bushel capacity Reynolds Bleacher joined to an elevator leg tower which in turn is joined to three cooling tanks 20 ft. clear diameter and 60 ft. high. The whole is surmounted by a cupola covering leg tower and the tanks. This plant is situated 40 ft. away from the main workinghouse and connected by a tunnel. The foundation is a full basement reinforced concrete of the same general construction as the storage annex. The bleacher is fed from a 2000-bushel garner which receives grain either from the transfer belt in the drier head house or by screw conveyor from the scale floor of the workinghouse. The spotting for feeding the bleacher is provided with automatic trap doors to prevent any fumes going into the workinghouse. The sulphur furnace is supplied from the sulphur storage both of reinforced concrete

and brick immediately adjoining the bleacher plant.

The boiler house is a brick and concrete structure 25x50', accommodating two 150 hp. boilers and the pump house adjoining the boiler house is of the same construction and accommodates the centrifugal fire pump, boiler feed pump and the pump for supplying the water to the plant and office building.

To protect the foundations of the various buildings from cracks at all points where the subway joins any house or two houses connected direct an open joint between the concrete is provided, which joint is caulked with oakum and pitch inside and out to allow absolutely free movement in case of slight variations in settlement and at the same time remaining watertight.

In the basement of the office building is provided a workman's shop, general employees' room and employees' lavatories fully equipped with all modern plumbing, including shower baths.

The first floor accommodates a superintendent's and auditing office. On the second floor is an inspector's office, sample room and the superintendent's lavatory. Both the lavatories are provided with hot and cold water. The office and transformer buildings, foreman's office and work floor of elevator are provided with steam heat and electric lights.

EQUIPMENT—Grain is drawn from cars by power shovels into twelve receiving sinks, three under each of the four tracks passing thru the receiving shed. These sinks are arranged in three rows and each row is served by a 36-inch receiving belt, which delivers the grain to a receiving leg of 18,000 bu. elevating capacity. The drawoff slides of these pits are operated by the Stevens interlocking switch system, the discharge valves of two pits in the same row being open at the same time, so grain from one car cannot



The Fireproof Soo Terminal Elevator at Minneapolis, Minn.

be mixed with that of another. The three receiving legs deliver grain to their respective garnerers on the garner floor of cupola which in turn discharge to a 2,000 bu. hopper scale from which it is possible to reach all of the bins in the house as well as the storage annex by means of the reversible conveyor belt and five 36-inch conveyor belts running out over the bins of the annex. Each belt is equipped with a Weller Traveling Tripper which throws the grain from it at any point desired. Grain is removed from the 30 large cylindrical bins and the 20 interstice bins of the storage annex by means of four 36-inch conveyor belts in the basement which deliver it to the four shipping legs of 18,000 bu. elevating capacity in the workhouse. Each shipping leg delivers its grain into a 2,200 bu. garner in the cupola from which it is dropped thru nine valves in the bottom of each garner into the 2,000 bu. hopper of a scale on the floor below. From the seven scale hoppers on this floor of the cupola grain is diverted to the nine car loading spouts, the transverse belt or any of the bins of the workhouse by means of the seven Mayo Distributing Spouts, each covering a circular plane having a radius of 20 ft. Each of the 16 legs is equipped with Weller buckets.

The thirty large bins of the storage annex are equipped with the Zeleny Thermometers, the switchboard and reading instruments being located in a room on the bin floor.

Grain is delivered to the drier by means of the transfer reversible belt and from the drier brought back to the drier leg in the workhouse by means of conveyor belt with a silent chain drive.

The Reynolds Bleacher is fed from a 2,000 bu. storage bin, which storage is

supplied from the reversible transfer belt or from the workhouse by means of a screw conveyor on the scale floor. The bleacher discharges to the leg tower adjoining the bleacher, where it is elevated to the 16 inch screw conveyor which serves the cooling tanks. Grain is drawn from the cooling tanks by means of a 16 inch screw conveyor in the subway system and delivered to the bleacher leg in the workhouse.

THE GRAIN CLEANING equipment and the foreman's office is conveniently located on the ground floor and includes four Richardson Oat Separators each having a capacity of 280 bu. of cleaned wheat per hour, or a gross capacity of 425 bu. per hour when working on succotash. These four machines are set in two batteries, each battery consisting of a right hand and a left hand machine. By arranging them in this way, each battery has the two oat spouts discharging into one common hopper, while the wheat from each machine is discharged in front. By this arrangement all wheat is dropped to one leg and the oats to another.

These machines are used for handling all the oat wheat which passes thru this house. The grain is first passed over a scalping and seed shoe, and then passed to the Richardson. Grain containing very little small seed is passed direct to the Richardson Separators, as each one is equipped with a scalping shoe. The feed to these scalpers is adjusted by an automatic self-balancing device which weighs the grain to the separator. With this automatic scalper it is unnecessary for the operator constantly to adjust the feed after the weighing device has once been set.

Each machine consists of seven steel aprons, 4 inches wide, moving upward on

a slight incline. The surface of these aprons is filled with hemispherical indentations, each one large enough to hold about three wheat berries.

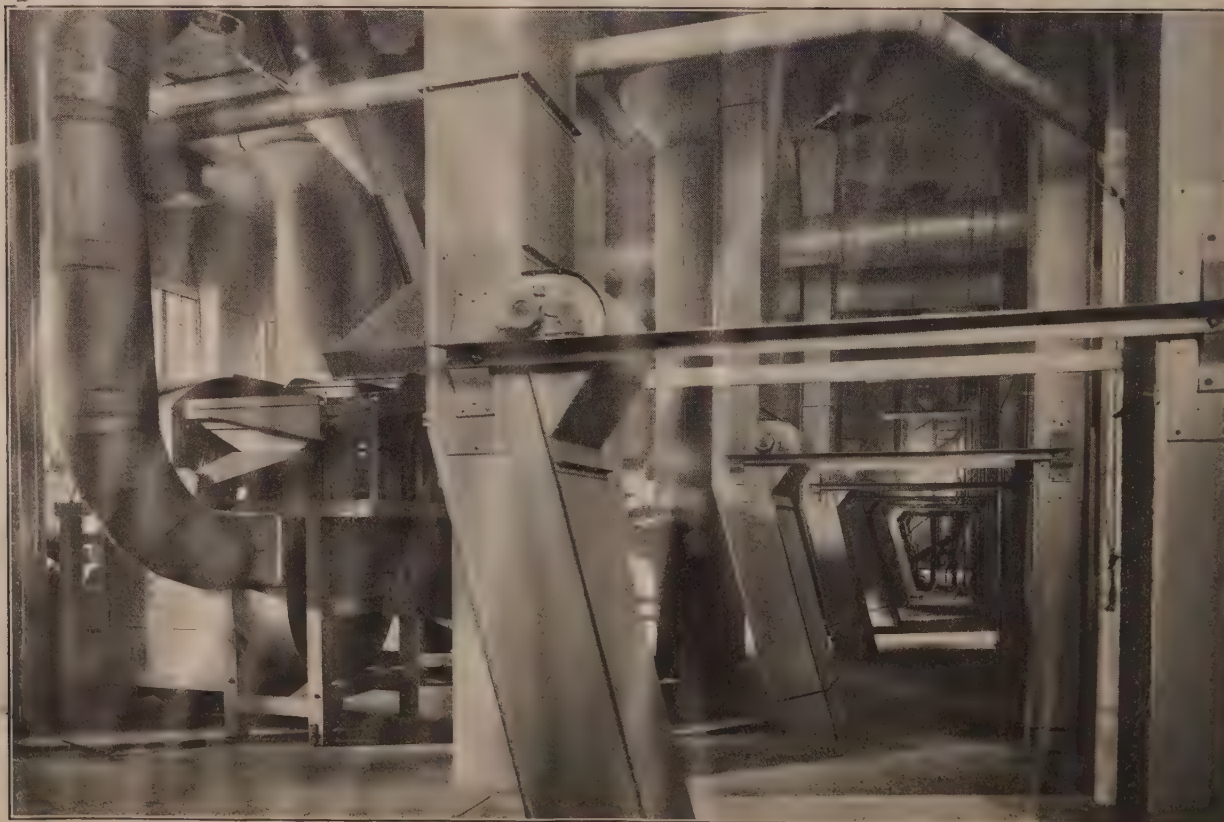
Placed directly over each of these aprons and setting at an angle of about eighty degrees with their direction is a revolving brush which sweeps back all the excess grain, allowing only the wheat to pass which is carried in the small pocket.

As oats both wild and tame are much longer than wheat berries, none of these can pass thru with the wheat but are brushed from the surface of the apron and eventually discharged thru the sides of the machine in the oat spout. This brushing action also improves the appearance of the wheat, as it removes much dust.

From this battery of four machines it is easy to load out a car of wheat per hour, and after the wheat has passed thru these machines it will suffer practically no dockage at the hands of the inspectors.

The six No. 10 Invincible Receiving Separators with a combined cleaning capacity of 24,000 bus. per hour are arranged in two batteries of three machines each. Three machines are fed simultaneously and discharge to the separator leg which in turn elevates cleaned grain to the top of the cupola. Four No. 10 Invincible Oat Clippers with a combined capacity of 6,000 bus. per hour are arranged in batteries of two clippers each, each pair of clippers being served by clipper leg delivering to the top of the house. Six double Invincible Needle Machines are provided for cleaning barley. A No. 9 Monitor Screenings Separator is located on the distributing floor of the cupola.

A complete system of Day Dust Col-



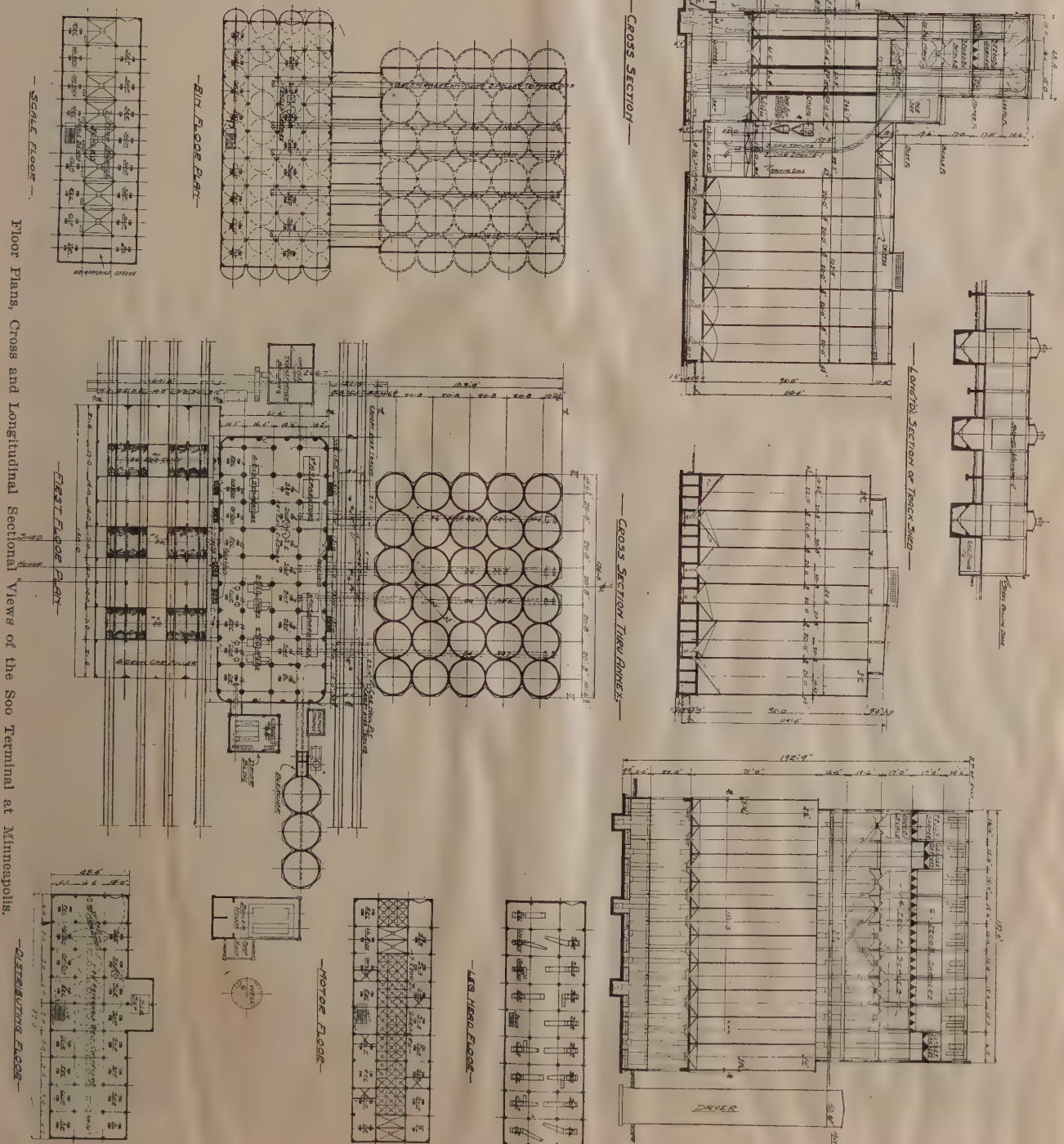
The High Ceiling, Well Lighted Working Floor of the Soo Terminal Elevator at Minneapolis.

lectors removes the dust from all separators, cleaners and clippers, and a floor sweep-ups at many points help to keep the house clean. All dust is delivered to the dust room above the shipping tracks whence it is dropped to two Monitor Dust Packers.

POWER.—The entire plant is equipped with individual motor drives, 54 Allis-Chalmers 3-phase squirrel-cage motors of 60 cycle 440 volts being used. These motors are guaranteed to operate at load speeds continually with a temperature rise of not to exceed 40 degrees C. All mo-

tors are designed to carry a 25 per cent overload for 2 hours immediately following the full load run with a total rise in temperature of not to exceed 55 degrees C.

All motor bearings are dustproof and self-oiling. Sliding bases are provided



Floor Plans, Cross and Longitudinal Sectional Views of the Soo Terminal at Minneapolis.

for all motors where belt and silent chain drives are used. All starters are oil immersed and equipped with a no-voltage release, thus eliminating danger from restarting of machinery after power has once failed.

Power is converted from high tension current to 440 volt current by means of three 500 K.V.A. transformers located on the second floor of the transformer house, distributed through a switchboard located on the first floor of the transformer house thru the subway system to machines in various parts of the plant. Each transformer has four 2½ per cent taps on the primary for adjustment of voltage losses. Each was equipped complete with high tension insulator and secondary low tension for connection to the switchboard. The 37½ K.V.A. capacity transformer steps down from 2,300 to 220 volts and is equipped with oil fuses and wall hanger irons.

The 16 legs of the house are each provided with an independent motor connected with countershaft by silent chain drive. The drive from the countershaft to the leg head shaft is by means of American system rope drive. Five storage belts, four shipping belts, three receiving belts and reversible transfer belt are all provided with independent motors and connected with the head shaft by silent chain drives. The cleaning machines are driven by independent motors and belt drives. The clippers are driven by direct connected motors.

The electric lighting system is 220 volt circuit from a 30 K.V.A. transformer and distributed in the same manner.

The arrangement, construction and equipment of the plant give every evidence of careful, conscientious thought and labor to attain all that is desired in rapid and economical grain handling facilities. The plant must be joy to the operators, as it is a crowning credit to the designer and builder.

The elevator will be operated by Bartlett Frazier Co., of Minneapolis, of which W. D. Parsons is president, W. H. Bartlett, vice-president, H. J. Moretan, secretary, and E. D. W. Pogue, treasurer. T. B. Murray will have charge of the wheat department and W. J. Scott of the bar-

ley department. Paul Christensen is superintendent of the elevator.

The charges for handling grain at the Soo Line Terminal Elevator will be:

Unloading, elevating and reloading grain, including storage for ten days, ½¢ per bu.

Cleaning grain, ¼¢ per bu.

Mixing grain, ¼¢ per bu.

Storage, including insurance, on grain, 1-30¢ per bu. per day.

Grain received for storage will be subject to a minimum charge of ¼¢ per bu.

On grain received for transfer, mixing or cleaning, ten (10) days' free storage will be allowed. At the expiration of this free time, storage charges will apply, same as on grain received for storage.

The operators will pay fire insurance on all grain handled or stored in the elevator.

WE THINK a great deal of the Grain Dealers Journal.—Tennessee Grain Co., Nashville, Tenn.

THE RECEPTION accorded the peace proposal by illustrious and influential political powers who are guiding the destiny of the Allies was such that we firmly believe the closing of the European war is to be considered as absurd. After peace negotiations covering the following wars were introduced, declarations of actual peace were made in the following time limits: the Spanish-American war three months; Franco-German war, six months, and several months should lapse before the actual settlement of this war could be effected. Foreign stocks are at the low water mark. Conditions of the prospective crops abroad are subject to sensational reductions owing to climatic conditions and military operations. Railroad facilities are being greatly improved, congestion in terminal and exporting points is being rapidly cleared, more cars are expected to be placed in circulation, and lifting of embargoes is promised in the immediate future. The world's conditions surrounding the wheat market justify higher prices, and on the forced breaks from the present level we advocate conservative investments.—W. H. Perrine & Co.

Natural Shrinkage a Question for the Courts.

The recent decision by the Interstate Commerce Commission dismissing the complaint of the Council of Grain Exchanges against the southwestern lines' tariff making a deduction for natural shrinkage is an evasion of the question. The Commission does not decide whether the deduction is just or unjust; but holds that to avoid unjust discrimination the rules or practices of the carriers should be shown in the tariffs.

"The carriers' liability for losses must be determined, not by the Commission, but by the courts," says the Commission, in its decision, thus virtually admitting the contention by E. F. Smith, attorney of the Omaha Grain Exchange, that the Commission has no jurisdiction.

The Commission, in its decision, pleads ignorance of the reasons actuating the United States District Court to strike out the natural shrinkage rule in giving a decision in favor of the Omaha Elevator Co., which had brot suit against the C. B. & Q. R. Co. to recover the amount of the natural shrinkage, for the reason the court in that case did not file an opinion.

That the legislatures of two states, Kansas and Missouri, have enacted laws authorizing the deduction is held by the Commission to give a color of reasonableness to the deduction, sufficient to warrant the Commission in allowing the clause to remain in the tariffs of the carriers, leaving the shippers and carriers to fight out each case in the different states.

Confronted by a lack of authority to approve the deduction the Commission took the only course open to it. To have held the deduction lawful would have run counter to the decision of the federal court of Nebraska; to have held it unlawful would have denied the validity of a decision of the Supreme Court of Kansas. Wisely the Commission lets it alone.

The decision of the Commission in no way affects the right of shippers to sue and recover in their local courts the full amount of their actual loss with no deduction for shrinkage.



Building the Concrete Compartments for the Receiving Sinks of the Soo Terminal Elevator at Minneapolis.

Following is the report of the Commission in full:

REPORT OF THE COMMISSION.

In our original report herein, 36 I. C. C., 265, we found that the following rule published in southwestern lines' tariff 32-N, I. C. C. 890, which is representative, was not shown to be unreasonable:

Where there are recognized state, board of trade, or grain exchange weights arrived at at points of origin and points of destination under usual form of agreement, also when weighed under special agreement with the Western Railway Weighing Assn, having first had recognized weights at point of origin as provided above, in the adjustment of claims for loss, the allowance to be deducted for natural shrinkage will be, on wheat, flaxseed, rye, oats, barley, c. l., one-eighth of 1 per cent, and on corn one-quarter of 1 per cent.

Subsequently the case was reopened for further argument upon the question of the legality of the rule. The rule was not published in defendants' tariffs at the time of the reargument, but has since been republished.

Complainants contend that arbitrarily to deduct from any claim for loss in transit any fixed amount for natural shrinkage is unjust and illegal, because (1) the carriers thereby seek to limit their liability in violation of the act to regulate commerce and amendments thereof; (2) it is in effect an arbitrary determination in advance by the carrier of a disputed question of fact; (3) it amounts to the taking of property without due process of law.

There appears to be little or no merit in the contention that the rule violates the inhibition clause of the act against the limitation of liability, for the limitation is not against losses caused by the carrier or its connections, but rather against liability for losses due to the inherent nature of the commodities themselves and attributable to no human agency. In speaking of a carrier's liability for losses thus sustained, we said, in the Matter of Released Rates, 13 I. C. C., 550, at page 552:

The law on this point is well settled, and a careful study of the provisions of the Hepburn act will show that the carrier's right in this respect has not been abrogated. The law reads that the car-

rier shall be liable "for any loss, damage, or injury to such property caused by it * * * and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed." The scope of this prohibition must turn largely upon the construction to be placed upon the word "caused." The word "caused" is not susceptible of a narrow interpretation—it is broad enough to comprehend all losses due to the carrier's misconduct, whether positive or negative in character. But it can not possibly be extended to cover losses due to causes beyond the carrier's control. We are necessarily driven to the conclusion, therefore, that the law places no restriction upon the carrier's efforts to exempt itself from liability for losses which occur without fault on its part. We are of opinion, in short, that in the absence of agreement or notice the carrier's liability is governed by the ordinary common-law rule; but that a stipulation for exemption from liability for losses due to causes beyond the carrier's control is open to no legal objection.

That the law in this respect was not altered by the so-called Cummins amendment is the view of this Commission as expressed in the following excerpt from its report in The Cummins Amendment, 33 I. C. C., 632, at page 695:

* * * A carrier, after the Cummins amendment goes into effect, may not contract to limit its liability for loss or damage caused by it to the property. There is, however, no inhibition as to the limitation of the liability of a carrier for losses not caused by it or a succeeding carrier to which the property may be delivered. The amendment has expressly reapplied the limitation of the prior act with respect to loss or damage caused by the carriers chargeable therewith. * * * From this it follows that under the amendment a contract or a tariff may lawfully limit to a reasonable maximum the liability of a carrier for losses which it does not cause.

We must conclude, therefore, that the purpose sought to be accomplished by the rule in question, i. e., the limiting of the carrier's liability to losses actually caused by it, is not violative of the act to regulate commerce, or any amendment thereof.

It is argued by the interveners that there

is such a variation in the shrinkage of grain, depending on the time of year in which transported, the distance it moves, and the route of movement, that a carrier can not tell, with any degree of certainty, how much shrinkage, if any, will occur on a given shipment, and that, therefore, for the carriers arbitrarily to fix in advance any stated amount which will be deducted therefor in the adjustment of claims for loss and damage deprives a shipper of the right to a trial by jury of a disputed question of fact in contravention of article 7 of the constitution of the United States. In the Commission's original report in this case we found that, as an incident to its nature, there is some shrinkage in grain during transit which necessarily results in loss of weight. In considering a statute enacted by the state of Kansas which provides that a railroad company shall be deemed to have delivered the whole amount of grain in a car, if the shrinkage shall not exceed one-fourth of 1 per cent of the amount of grain, the supreme court of that state said, in *Cardwell v. Union Pac. R. Co.*, 136 Pac. Rep., 244, 246:

The plaintiff claims also that there was no evidence offered as to the natural shrinkage of wheat in transit and that had there been he was prepared to offer evidence of a specific shipment of wheat to New Orleans in which there was not so much as a pound of shrinkage. We think it was not necessary that evidence be offered of this fact which seems to be so well known that the courts will take judicial notice of it. As observed, the legislature has recognized it as an established fact. Nor would the evidence which plaintiff claims to have been prepared to offer have been sufficient, in our judgment, to disprove the fact that there is a natural shrinkage of grain of that kind. Whether any such shrinkage occurred during a specific shipment could hardly be determined without assuming the absolute accuracy of the initial and receiving weights.

The state of Missouri has likewise recognized this fact by enacting a similar statute.

The third objection raised, i. e., that the effect of the provision in question is to take the property of the shipper without due process of law, is met by the decision of the Commission in its original report, which is adhered to herein, that the rule assailed was not shown to be unreasonable.

In reaching this conclusion the Commission is not unmindful of the action taken by the district court of the United States for the district of Nebraska in *Omaha Elevator Co. v. Chicago, Burlington & Quincy Railroad Co.*, No. 236. However, in that case, to which attention is called by the Council of Grain Exchanges, interveners herein, no opinion was rendered. The reasons actuating the court in ordering stricken from the answer of the carriers in this case references to the rule in question are not of record.

While the carriers' liability for losses must be determined, not by the Commission, but by the courts, yet to insure uniformity and to avoid unjust discrimination rules or practices of the kind here under discussion should be shown in the tariffs lawfully filed by carriers engaged in interstate transportation. An order will be entered dismissing the complaint.—41 I. C. C. 717.

WE CAN NOT get along without the Grain Dealers Journal.—O. C. Roberts, Arlington, Neb.

YIELDS OF CROPS in the United States are two to six times larger for each individual engaged in farming than the average in Europe; while the acre yields in America are smaller.

AN INCREASE of 17 per cent in the wages of all employees was granted by the Corn Products Refining Co., effective Dec. 16. Earlier in the year an advance of 10 per cent had been granted.

AN EMBARGO on wheat when it reaches \$1.50 a bushel; on rye at \$1.25 a bushel; on corn at \$1 and on oats at 50 cents a bushel is proposed by Rep. Edmunds of Pa. A petition of citizens of Florida against an embargo on grain was presented by Sen. Fletcher. The Board of Selectmen of Groveland, Mass., has petitioned Congress for an embargo on wheat.—P.



The Soo Terminal Bins and Working House under Construction. See Pages 1020-24.

Australian Methods of Marketing Wheat

The facilities and methods of handling wheat in Australia are of special interest to the trade in this country because they bring out so forcefully the disadvantages of handling grain in bags. The greater convenience and economy of the bulk handling of wheat is now being given serious consideration by the governing bodies of Australia. The 1913 Progress and Final Reports of the Victorian Royal Commission on the Marketing, Transportation and Storage of Grain discuss the essential features of the bulk elevator system. John S. Metcalf Co., Ltd., has recently submitted a lengthy report in reference to the construction, maintenance and operation of grain elevators and the handling, carriage and shipment of grain in bulk in and from Victoria to Hon. Hugh McKenzie, M. L. A., Minister for Railways, Melbourne. A similar report had previously been submitted to the South Australian Government. Robert P. Durham, now of the Macdonald Engineering Co., who traveled extensively in Australia in the interest of the Metcalf Co., in an interview recently said:

From the export standpoint Australia has but one crop—wheat. The export of oats is negligible, and in general there has been more corn imported than exported. The wheat crop last year for all of Australia was approximately 165,000,000 bus., the largest on record.

HARVESTING is done on the farms by strippers, stripper harvesters, headers and binders. Strippers pull the heads off the wheat plants and these are later thrashed in what Australians call winnowers. The larger amount of grain is harvested by stripper harvesters which pull the heads off and immediately thrash them in the machine. Some stripper harvesters have a platform on the machine for holding three or four bags, the bags being filled as the machine moves along. Generally, however, the thrashed wheat goes into a hopper on the machine which is emptied into bags at the corners of the field.

Illustration No. 1 shows a row of bags where the wheat has been taken off by a stripper harvester.

Illustration No. 3 shows wheat which has been bagged after being taken off by the stripper and thrashed in the winnower.

At the left of the bags is shown a pile of cocky chaff. That is, the chaff off the heads of grain. In Australia the term chaff alone means chopped hay, the hay being in general wheat or oats which is chopped up together, heads and all, and sacked. A large amount of wheat and oats is raised for cutting as hay and chopped in this manner. The word cocky comes from cockatoo and the farmers at a distance from the towns are called cockatoo farmers on account of the vast number of cockatoos and parrots in the Australian bush. Farms are called stations, and fields, whether grain fields or not, are called paddocks.

Some harvesting is done by headers similar to those used in the western part of the United States, which cut the head from the wheat instead of pulling it as the strippers do. The headers generally thrash the wheat in the machine the same as the stripper harvesters.

Some self-binding harvesters are used

and there is a tendency to increase their use because in years of drought they save the straw which can be used for feeding, whereas strippers and headers leave the straw in the field. The latter are used when the straw is very dry and does not contain as much nourishment as the straw cut with self binders. Also when binders are used the grain can be cut when it contains a little more moisture and therefore a little more weight.

BAGS are supposed to contain 3.1 bus. of wheat. The bag itself is of jute, and most bags are imported from Calcutta. The standard weight of the bag is 2.25 pounds. The bag is always weighed as wheat and paid for as wheat. Bags generally cost from 12 to 20 cts. each. With wheat at a dollar the farmer receives in return about $3\frac{1}{2}$ cts. for his bag when weighed as wheat so there is a very large loss on that item. It takes considerable time to do the final filling of the bag after it gets its initial filling from the machine. The wheat is rammed hard into the bag so as to get as much as possible into it and the bag must then be sewed. A bag of wheat weighs approximately 180 pounds and a bag of oats about 100 pounds.

Much wagon loading is done by hand, tho a considerable amount is loaded onto the wagons as shown in illustration 2. This hinged apparatus is bolted to the side of the wagon and as the horse pulls away from the wagon the loader raises the sack of wheat into the top of the load.

No box wagons are used for carrying grain from the fields or paddocks to the railway stations. They cart it on flat wagons or those with low side rails as shown in illustration 13. Large loads are common, running from three to ten tons depending upon the equipment used. In the back districts where roads are bad much teaming is done by oxen or bullocks, as they are always called in Australia. Fourteen and sixteen ox teams are common. An ox driver is a bullocky. He is very skillful in manipulating the long team. When steam tractors with trailers are used a load of ten tons or more is possible.

Weighing at the country station is sometimes done on a wagon scale as is shown in illustration 14. These scales generally belong to the shire or district. By far the greater number of sacks are, however, weighed on small platform scales holding three or four bags at a time. The opportunity for cumulative errors is obvious.

STACKING at the country stations is generally done by the bags being carried on the backs of men. Men who handle wheat sacks, whether at the railroads or at the ships, are called wheat lumpers. Occasionally stacking is done at railway stations by raising the sacks with block and tackle hauled by a horse as in illustration No. 8. Illustration No. 13 shows a lumper carrying wheat from the farmer's wagon to the pile.

While the wheat dispatching season is at its height as much grain as possible is trucked directly from the farmer's wagon to the railway truck, as it is called. This direct loading of cars is shown in illustration No. 10. The word shipping in Australia relates only to exporting. When grain is sent on cars it is called dispatching. The railways are unable to handle

the grain as fast as it comes in during the harvesting season. Most of the harvesting is done by stripper harvesters and headers, which thrash as they move, and as the time of their operation depends upon when the crop is at the right stage as to dryness it follows that most of the wheat in any one district is thrashed at about the same time. Grain is generally not left in the fields very long on account of the danger of damage, if it remains in the open. Therefore, there is a rush to market at harvesting season. What cannot be trucked away immediately is put into stacks at railway stations as shown. Some of these stacks may remain for months. They are covered in a crude way on top with sheets of galvanized steel and sometimes the sides are covered with Hessian. They are protected from direct contact with the ground by dunnage, which may be second-hand railway ties, but generally is the stocks of a dwarf eucalyptus laid in two courses at right angles. The damage from rats, mice, birds and water is enormous, altho owing to the dry Australian climate, particularly at harvest time, the water damage is less than might be anticipated, but the combined damage is at all times so great as to make the necessity of elevators most apparent.

GRADES—Illustration No. 14 shows a weighman sampling a bag of wheat. A few bags from each load are generally sampled. Broadly speaking, there is but one grade of wheat in each state. Each year when harvest begins samples of the wheat are sent in from the wheat districts to a central point where the body corresponding to the Board of Trade in this country mixes the samples together and weighs a portion to arrive at the average for the state. The test weight of this sample is then published and small official bags containing the standard for that year are obtainable from the governing body. The grade is called f. a. q., that is, fair average quality. The inaccuracy of such a system is apparent, quite aside from the confusion which results from the grade being different each year, and generally different in the various states in the same year. Buyers pay on the basis of f. a. q. grading. When the farmer's grain is sampled at the railway station if it is f. a. q. he receives a certain price. Generally there is no advance for better than f. a. q. which is one of the grievances of the Australian farmer. Generally also there is a dockage for grain poorer than f. a. q.

Both of these factors are, however, influenced by the sincerity of the competition for the farmer's grain at any station. It has been charged that there is little real competition because the buying is in the hands of a comparatively few firms. Be that as it may, aside from the millers, the great proportion of the Australian wheat is probably handled by six firms or less among whom are James Bell & Co., John Darling & Son, Louis Dreyfus & Co. and George Wills & Co. The opportunity for restriction of competition is present and the farmers believe it is there.

It will be seen that there is no opportunity for cleaning the wheat except in the thrashing machine. Australian wheat, however, is very clean. The fact that it is stripped when dry gives opportunity for a large number of weed seeds, wild oats, etc., to have dropped from their heads before the wheat is stripped and of course everything lower than the height at which the stripper comb is set cannot get into the wheat. Nevertheless, a large amount of material which should be screened out and which is called trash in Australia is



Australian Wheat from the Farm to the Railroad Station.

sent, not only by railway to the ports, but over-seas to export markets and the freight on this trash which would be taken out by an elevator system is an important item. The inadequate inspection also allows a certain amount of smutty wheat to get into shipments without being caught.

Railroad cars or trucks are much smaller than ours. They are of the English type with low sides. No box cars are used. Some of the older cars are of wood but everything is now being constructed of steel and the standard being adopted is generally sixteen tons capacity, though this differs somewhat with the different states on account of having different gauge railways in the different states.

There used to be a great number of kangaroos thruout Australia and when farming started they did considerable damage. They were killed by thousands by great kangaroo drives. There are still a large number of all kinds and sizes in the back districts.

Annual Dinner of the Chicago Weighing Department.

The 15th annual dinner of the Chicago Weighing Department was held at the Auditorium Hotel, and like all of its predecessors, helped to prove the unity of purpose of the entire department, that of correctly and accurately determining and recording the weight of all grain received at or shipped from Chicago elevators.

After a splendid dinner had been served, and the guests, under the supervision of the famous club entertainer, Oscar J. Kloer, had exhibited their pride in the state of their nativity, Weighmaster H. A. Foss welcomed the guests and briefly reviewed the work of the department for the closing year.

He was followed by Jos. P. Griffin, president of the Chicago Board of Trade, who thanked the deputy weighmen for their loyalty, zeal and integrity and pointed out the dependence of the market upon their faithful work. His praise of the man who whipped the organization into being, Mr. Foss, brought prolonged applause from both the deputy weighman and guests. His encomium of the weighmaster's rugged honesty and staunch integrity quickly won the hearty endorsement of everyone present. In the course of his address the president of the Board advised the members of the department that at the annual meeting of the Board of Trade he proposed to recommend pension and sick benefits for all employees of the Board.

Entertainment was furnished by 13 of Gus' Indians, under the direction of deputies Watt and Mack, who were assisted by Al Smith, the Board's famous monologue artist.

Among the out-of-town guests in attendance were John Schultz, Beardstown, Ill.; Trave Elmore, St. Louis, Mo.; V. C. Elmore, Ashland, Ill.; Geo. E. Cole, Bushnell, Ill.; Geo. A. Wells, Des Moines, Ia.; E. B. Hitchcock, Decatur, Ill.; A. Hillmer, Freeport, Ill.

Writing for supplies on a second-hand postal card places your credit in question, and if it brings any quotation, it is sure to be the highest ever sent out.

REP. FARR of Pennsylvania has introduced in the House a resolution calling on the Sec'y of Agriculture to furnish information regarding the supply of wheat and its products, the exports thereof, the amounts contracted for export, and domestic consumption.—P.

Embargoes Ordered by Railroads

Altho freight congestion is easing up somewhat in the extreme eastern part of the country, traffic has been backing up into the west and northwest, the embargo placed by the Union Pacific a few days ago marking the culmination of the congestion, which is not expected to be relieved before the middle of January.

Most of the embargoes have exceptions which permit the movement of grain into or out of certain points locally, so that some grain is moving. This is true at Chicago, where J. S. Brown, manager of the Transportation Department of the Board of Trade, says that by billing grain locally to Chicago from any point it will be accepted, as the embargo instructions of western roads apply only to carload freight destined to points beyond Chicago in compliance with the requirements of eastern carriers. He says, "Reports that western carriers have embargoes out on grain to Chicago locally are erroneous. At the present time the Chicago grain elevators have considerable room and there is no congestion whatever on the tracks of the Chicago grain elevators. The whole trouble is in regard to the grain being refused by the eastern lines, but this does not apply on stuff disposed of for local use or to go to the Chicago elevators."

Some of the recent embargo orders follow:

C. N. R. on shipments of grain from the west to Port Arthur.

New England roads have raised their embargoes on foodstuffs.

The Michigan Central embargo placed on grain Dec. 13 closed practically the only remaining outlet for grain from Chicago.

B. & O. C. T., effective Dec. 15, on all cars, loaded or empty, for delivery to the Baltimore & Ohio R. R. and Pere Marquette R. R.

New York, Chicago & St. Louis, effective Dec. 13, removed its embargo of Nov. 29 on eastbound carload freight destined to points east of Buffalo, N. Y.

Belt Ry. of Chicago, effective Dec. 14, on all cars for delivery to the Michigan Central, except livestock and perishable. Cars in transit will not be accepted.

Boston & Maine, effective Dec. 11, removed the embargo placed by the Boston & Maine Dec. 2 on box car freight destined to points on the Boston & Maine.

Canadian Pacific, effective Dec. 13, on all freight for delivery on Grand Trunk R. R. tracks in Toronto terminals, including West Toronto, except perishable and livestock.

Pere Marquette, effective Dec. 13, on carload freight from connecting lines at Toledo, O., for delivery to connecting lines at Black Rock and Suspension Bridge, N. Y.

Belt Ry. of Chicago, effective Dec. 14, on all cars, loaded or empty, for delivery to the Baltimore & Ohio R. R., except perishable and livestock. Cars in transit will not be accepted.

Michigan Central, effective at midnight, Dec. 14, on all freight except livestock and perishable from points east of the Detroit River billed to points on or via Windsor, Ont., and St. Thomas, Ont.

New York Central, effective Dec. 13, on carload freight of any description to be held in cars for reconsignment or for orders at any point on its line. This does not prevent change in destination or in consignee of shipments before arrival at destination.

B. & O., effective Dec. 16, on all east-bound freight from connections destined to points east of Baltimore, Md., and to points routing via Western Maryland Ry., Cherry Run, W. Va., and Cumberland Valley R. R., Martinsburg, W. Va., except livestock, perishable and food for human consumption.

C. C. C. & St. L., effective Dec. 16, on all carload shipments from all points billed to points on or via the Pere Marquette R. R. and Detroit and Toledo Shore line, except livestock and perishable.

P. & L. E., effective at midnight, Dec. 15, on shipments of freight of any description when destined to points on or via the Erie R. R. east of Sharon, Pa., and Sharpsville, Pa., except perishable freight, etc.

M. C., effective midnight, Dec. 15, on all freight except livestock and perishable from points west of the Detroit River billed to points on or via the Canadian Pacific Ry. at Windsor, Ont., and St. Thomas, Ont.

Wabash, effective Dec. 14, on carload shipments for delivery to the Canadian Pacific R. R., Detroit, except livestock, perishable, etc. Shipments billed up to and including December 14th will be accepted.

Pennsylvania lines west of Pittsburgh, effective Dec. 9, on all carload freight which originated at stations on foreign lines within or beyond switching limits destined to points on or via the Pennsylvania lines west of Pittsburgh except perishable.

Michigan Central, effective at midnight, Dec. 13, on all freight excepting livestock, perishable, etc. This embargo only applies to freight from all-connections west of the Detroit River billed to all connections east of the Detroit River including the Canadian Pacific Railway at Windsor, Ont.

Erie, effective Dec. 6, extends embargo on carload freight from connecting lines west of Kent, O., destined to or via any point east of Marion, O., to cover all freight originating in the switching district of Chicago for points east of Marion, O., except perishable and stock for all points and grain for Akron, O.

Cleveland, Cincinnati, Chicago & St. Louis, effective Dec. 14, modifies embargo on carload freight from connections at Cleveland for delivery to industries or team tracks within switching limits of Cleveland, to permit acceptance of grain for the Cleveland Grain Co. and all grain dealers located on the C. C. C. & St. L. R. R. at Cleveland.

Wheeling & Lake Erie, effective Dec. 9, on all carload shipments of freight, except livestock and perishable, for movement through the Cleveland gateway or for unloading by consignees located on the tracks of connecting lines within the switching limits of Cleveland. All freight covered by this embargo billed up to and including December 9th will be accepted.

Long Island, effective Dec. 12, on all freight for export. Specific modification of this embargo will be made by Mr. C. D. Baker, Supt., L. I. R. R., Jamaica, N. Y., when operating conditions permit, provided shipper or consignee furnishes evidence of definite steamship engagement. When export shipments are authorized, card and revenue billing must bear notification "Authorized by L. I. R. R."

Erie, effective Dec. 8, against acceptance from connecting lines at Youngstown, O., Girard, O., or Niles, O., of any carload freight for Erie R. R. delivery at any of these points, except livestock and perishable. An embargo is also placed on all carload freight for Erie R. R. delivery at Youngstown, O., Girard, O., or Niles, O., from connecting lines at other than these points.

Canadian Pacific, effective Dec. 15, extends the embargo of Nov. 6 on freight for export via the port of West St. John to prohibit acceptance of supplies (bagged oat, hay, etc.), war material, explosives, fixed ammunition, shells, etc., account of imperial Government, consigned to or in care of Mr. A. H. Harris, Acting Director Overseas Transport, when for furtherance to Halifax, N. S., West St. John, N. B., or Portland, Me.

New York, New Haven & Hartford, effective 12:01 a. m. Dec. 10, applicable upon all freight for shipment at point of origin on and after that date, on all carload and less carload freight coming to these companies from connecting carriers (including

coastwise steamship lines) when originating at points outside of the New England States, whether consigned direct, re-consigned or reshipped, via any junction point with connecting carriers or via piers 31 to 70, East River, New York, Brooklyn Terminals, Harlem River, lighter service.

Grand Trunk lines west of the Detroit, effective Dec. 11, is again revised, as follows: Embargo is continued in effect on all traffic from all connections and stations of the Grand Trunk Ry's. lines west of the Detroit and St. Clair Rivers for movement via Sarnia Tunnel, Ont., or Windsor, Ont., to points on or via its lines east thereof, except livestock, dairy and perishable freight, tank car traffic, shipments for Belgium Relief Commission, New York, tin cans, steel billets, coal, coke, and company material and supplies, also traffic for export via Portland shipped in accordance with instructions contained in Embargo 1661, December 4th.

The Union Pacific Railroad Dec. 19 put into effect an embargo on all competitive freight movements over the full extent of its lines. Until Jan. 7 and possibly later the road will decline to handle any freight except local shipments which cannot be transported over the lines of competitors. This embargo applies to shipments both east and west. B. L. Winchell, traffic director of the Union Pacific, says: "The worst blockade we ever had prior to the present was in 1907. This blockade starts in the ports of England, where ships are lying loaded with American goods and waiting to be unloaded. It increases at New York and other eastern ports, where cars are waiting for ships and the terminals are congested. And so it piles up all the way back to Omaha, if not farther. Unlike some roads, we frankly admit we have a complete embargo on all freight to and from competitive points. We have put the embargo into effect early and for that reason should be able to clear our lines by Jan. 7."

CORN PRODUCTS REFINING Co.'s net earnings for the present year are estimated at \$5,000,000, compared with \$3,168,368 in 1915.

FOUR SHIPS loaded with burlap have been sunk recently, and the British government has seized 6 weeks' output of the Dundee mills.

Magill New Sec'y at Winnipeg, Man.

In the choice of R. Magill as sec'y the Winnipeg Grain Exchange has been fortunate in finding in one individual the combination of educational training in letters with a practical knowledge of the grain trade.

Dr. Magill is an Irishman, and was engaged in university work prior to coming to Canada 12 years ago, and while a professor in Dalhousie University acted on a number of commissions, one of them being the Royal Commission for the Province of Nova Scotia on the "Hours of Labor," of which he was chairman. He was chairman of the board of conciliation for the federal government in connection with the coal mining strike in Nova Scotia.

His connection with the grain trade began as chairman of the Royal Commission of the government of Saskatchewan, which investigated the elevator situation there and drew up the report on which the co-operative system was based. Then in 1912, when the Board of Grain Commissioners for the Dominion of Canada was created, Dr. Magill accepted the position of Chief Grain Commissioner, a position which he relinquished to become sec'y of the leading grain exchange of Western Canada. A portrait of the Doctor is given herewith.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Monon in 6598 gives allowances for transfer of grain at Chicago, Chicago District Points, Indianapolis, Rensselaer, Ind., effective Jan. 15.

E. B. Boyd, Agent, Western Trunk Lines, in Sup. 19 to Circular 1-M gives rules, regulations and exceptions to classifications, issued Nov. 28.

C. & E. I. in Sup. 2 to 6639-C gives rules governing milling and malting in transit privileges on grain and grain products at stations on its line, effective Jan. 20.

B. & O. S. W. in I. C. C7336 cancels 7335 and gives allowances for transfer of elevation of grain at its stations and stations on the C. H. & D., effective Jan. 15, 1917.

Mich. Cent. in Sup. 10 to 9078-C quotes rates on grain and grain products from its stations and connections; to eastern U. S. and Canadian basing points, effective Jan. 15, 1917.

C. & A. in Sup. 5 to 1602-D quotes rates on grain and grain products, carloads, from Kansas City and St. Joseph, Mo., when originating at other points, or when milled at Kansas City or St. Joseph, Mo., from grain originating at other points to stations on its line and connections in Ill., Ind., Ia., Mich., Mo., Ohio and Wis., effective Jan. 1.

C. R. I. & P. in Sup. 42 to 13207-F quotes joint proportional rates on grain, grain products and seeds, carloads from Albright, Neb., Armourdale (Kansas City, Kas.), Atchison, Kas., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kas., Omaha, So. Omaha, Neb., and St. Joseph, Mo. to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines, effective Feb. 1, 1917.

N. Y. Cent. in Sup. 11 to A-2957 L. S. & M. S. names rules governing joint transit privileges on transit grain at stations in Mich. and O., also Ft. Wayne, Ind., effective Jan. 15, 1917.

C. & E. I. in Sup. 13 to 7575 gives rules and regulations on grain and grain products, also broom corn and seeds from stations on its line in Ill., also Cairo, Ill., via M. & O. to stations in Ill., effective Jan. 15.

Monon in Sup. 7 to 4057-A quotes joint and proportional rates on grain products, carloads, also starch, carloads from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hege-wisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, New York, Philadelphia and other eastern points shown in tariff as amended, effective Jan. 16, 1917.

C. & E. I. in Sup. 13 to 622-C quotes local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on its line to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Ia., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., S. C., Tenn., Vt., Va., W. Va., Wis., and points in Can. shown in tariff, effective Jan. 15.

Monon in Sup. 8 to 5592-A quotes joint and proportional freight tariff applying on grain, grain products and by-products of grain and malt, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hege-wisch, Ill., Pullman Jct., Ill., and South Deering, Ill., originating locally or when from territory beyond as described in tariff as amended to principal points in Ind., Ky., N. Y., Ohio, Penn. and W. Va., effective Jan. 15.

C. R. I. & P. in Sup. 48 to 23675-B quotes joint and proportional rates on grain, grain products, broom corn and seeds, carloads from Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn. and stations taking same rates, as shown on pages 16 to 21, inclusive, of tariff as amended, also stations in Colo., Ill., Ia., Kans., Mo., Neb. and Okla. to stations in Colo., Kans., Neb., New Mex., Okla. and Texoma, Tex., effective Feb. 1, 1917.

Grand Trunk Ry., Michigan Central and Wabash have issued tariffs to become effective Jan. 1, making a readjustment in the rates on corn from Chicago, Ill., Detroit, Mich., etc., to points in Canada. To Toronto, Ont., and points taking same rates, the rate on corn is increased from 12.6 to 14 cents per 100 pounds. The rates to points in Ontario intermediate to Buffalo, N. Y., are increased from 10.5 to 13 cents per 100 pounds. Also, there is eliminated the elevation allowance of ¼ cent per bushel at Chicago, Detroit, etc., on shipments of corn to points west of and including Quebec, Que.

WE APPRECIATE the Grain Dealers Journal.—Farmers Elvtr. Co., Alden.

IF THE SUBSCRIPTION price to the Grain Dealers Journal was two dollars a year instead of one dollar and fifty cents, I would not be without it as it is a great help to grain dealers.—E. L. Nelson, mgr. Farmers Elvtr. Co., Roberts sta. (Otho), Ia.

THE FIRST NUMBER of the *Rosenbaum Review*, issued Dec. 16, by the J. Rosenbaum Grain Co., contains so much interesting comment on current topics of interest that the patrons of the firm will eagerly await the following numbers of the 8-page weekly.

ON ACCOUNT of freight congestion the transcontinental railroads have postponed from December 30 until March 1 the taking effect of the advance of ten cents per 100 pounds in rates allowed by the Commission on products of the Pacific coast including beans and barley.—P.



R. Magill, Winnipeg, Man.
Sec'y Grain Exchange.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The J. F. Weinman Mfg. Co. expects to have its new plant in operation by Feb. 10.

Ft. Smith, Ark.—I intend to engage in the grain brokerage business at this point in January.—John Broadus.

CALIFORNIA

Los Angeles, Cal.—The Farmers Grain & Mfg. Co. incorporated; capital stock, \$15,000; incorporators, Jules Coughlin, W. B. Waterman and E. Keppler.

CANADA

Moose Jaw, Sask.—We have discontinued our office at this place.—Hansen Grain Co., Ltd.

Port Arthur, Ont.—Work will be started at once on the erection of an elvtr. for James Richardson & Co.

Lethbridge, Alta.—The Ellison Mfg. & Elvtr. Co. will build a 300,000-bu. concrete elvtr. next year, which will give it a storage capacity of 375,000 bus.

Ft. William, Ont.—The Merchants Grain Co. has succeeded the F. A. Guy Grain Co., Ltd. F. A. Guy, late of the latter firm, is now pres. and mgr. of our company, which is entirely and distinctly separate from any other concern.—Lakeport Elvtr. Co., Ltd.

Peterboro, Ont.—The export trade, which was being handled by the Quaker Oats Co., at its Canadian branch at this point, which burned Dec. 11, will be taken care of at the company's large plant at Saskatoon, Sask. The burned elvtr. and mill, at this station, will be rebuilt as quickly as possible. Elsewhere in this number of the Journal is a report of the explosion and fire.

Port Arthur, Ont.—The new hospital elvtr., erected by the Grain Growers Grain Co., at the north end, is now ready to receive grain. It has a total capacity of 300,000 bus., the iron clad working house having a capacity of 120,000 bus. and the reinforced concrete storage annex having a capacity of 180,000 bus. Trackage connections with both the C. P. R. and C. N. R. Railways have been completed and the slip has been dredged to accommodate the largest vessels on the lake. The property on which the elvtr. is built is enclosed with a sheet pile revetment, which is filled to the level of the dock. Trackage facilities for 30 cars have been provided, and these can be handled at the rate of 8 per hour.

Port Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co. will build its elvtr. on a site adjacent to the recently completed elvtr. of the Grain Growers Grain Co. This site has been enclosed with either timber cribs or sheet pile revetment and about 75,000 cubic ft. of fill has been placed on the property. The work of filling under the elvtr. building has been completed. The construction of the trestles for elvtr. trackage has been finished. This trackage will permit 128 cars to be placed at one time. These will be unloaded at the rate of 32 per hour or about one every 2 minutes. The contractors have built a cement shed on the trestle and have stored in it 25,000 bags of cement and are also storing 15,000 cubic yards of gravel at the site. These will be used during the winter in constructing the foundation up to the bins. All form work will be completed during the winter in order to have the entire construction finished and the plant ready for operation by August, 1917. The building, which will be of reinforced concrete construction thruout, will have a

capacity of 2,500,000 bus., the working house having a capacity of 500,000 and the storage annex a capacity of 2,000,000 bus.

WINNIPEG LETTER.

The Adnac Grain Co. has been incorporated.

Members of the Grain Exchange have voted \$3,000 to the fund being raised to provide Christmas cheer for the families of soldiers in Winnipeg.

W. Sanford Evans will probably succeed Dr. R. A. Magill, who resigned as chairman of the Dominion Grain Commission to accept the position of sec'y of the Winnipeg Grain Exchange.

The suggested amendments to the Canada Grain Act as prepared by the owners of hospital elvtrs. have been considered by the Board of Grain Commissioners and received by the council of the Exchange which has requested the Board of Grain Commission to hold an open session in this city at an early date to discuss the proposed amendments and an opportunity given the individual interests to express their views thereon.

Arrangements have been made for the establishment of a sample market for western grain within the next few months. The establishment of the sample market was delayed thru representations that it might interfere with rapid marketing. The government will, however, proceed to put into effect at once the sample market, whereby grain can be purchased for its milling value independent of the arbitrary grades now in effect.

COLORADO

Sterling, Colo.—I have transferred my headquarters from Holyoke to this place.—L. Spelts.

Kelam, Colo.—Lee J. Kelam has resigned as pres. and mgr. of the Farmers Mfg. & Elvtr. Co.

Wray, Colo.—Plans are being made to merge the Farmers Grain Co. and the Equity Union.

Greeley, Colo.—The Farr Produce Co. has purchased a 1,000-bu. Richardson Automatic Scale, of the type-registering style.

Holly, Colo.—J. S. Maxwell has succeeded Henry E. Lague, who resigned as mgr. of the Holly Mfg. & Elvtr. Co. to go to Monte Vista.

Briggsdale, Colo.—The Model Mfg. & Elvtr. Co., of Greeley, has been using its up-to-date 12,000-bu. elvtr. at this point for the past 2 months or more. The building has concrete foundations, concrete floors in all full depth storage bins, dump bins and receiving bin from car; the building is iron clad, with 4-ply asbestos roofing on the cupola roof, and pressed standing seam roofing on all other roofs. The equipment consists of a complete non-chokable Hall Special Leg rope drive, Success Manlift, Eureka Cleaner, two-pair high Barnard & Leas ball bearing feed mill with 9x18-in. rolls, Richardson Automatic Scale, with type registering beam, 6-ton wagon scale with type registering beam and complete steel frame. At the head of the stand of elvtrs. is a Buffalo Exhaust Fan that takes the dust and light chaff from the grain as it leaves the buckets, blowing it to the outside of the house, keeping the cupola clean and in best of condition. The power is a 15-h. p. oil engine; friction clutches are supplied to operate the machines. There is a warehouse built adjoining the elvtr. 20x24 ft. with 12-ft. studding. W. C. Bailey had the complete contract for the building and equipment.

Peyton, Colo.—The Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, M. L. Wolffe, J. W. Howitt and John Blue.

Oak Creek, Colo.—Samuel W. Bell has bot the interest of C. B. Raney in the Oak Creek Feed & Trading Co. He will build an elvtr. in the spring.

Grover, Colo.—The Crescent Mill & Elvtr. Co. will double the capacity of its elvtr., as the 2 elvtrs. at this station do not provide sufficient storage room for the yield of grain here.

Proctor, Colo.—The O'Donnell Grain Co. has built a small elvtr. here. While it is small, it is able to handle the grain as fast as larger plants, its elevating capacity being the same as that placed in the larger houses. W. C. Bailey had the contract.

IDAHO

Midvale, Ida.—One end of the warehouse of the Farmers Warehouse Elvtr. Co. burst recently, spilling the contents on the ground.

Weiser, Ida.—The Weiser Mfg. & Elvtr. Co. will double the capacity of its elvtr. and build a 300-bbl. flour mill. Excavating for the 4 additional grain tanks, which will bring the total capacity to 191,000 bus., has been completed. The Burrell Engineering & Construction Co. has the contract for the annex, which will be finished about Mar. 1, 1917.

ILLINOIS

Le Roy, Ill.—The Farmers Elvtr. Co. is being organized.

Galena, Ill.—No elvtrs. are located at this station.—X.

Hayes, Ill.—John Koehn has completed the addition to his elvtr.

Secor, Ill.—The Farmers Elvtr. Co. is installing a kerosene engine.

Beckemeyer, Ill.—We have purchased a wheat cleaner.—Farmers Elvtr. Co.

Lacon, Ill.—The Turner-Hudnut Co. has practically completed its new elvtr.

Ogden, Ill.—The Zorn Grain Co. is installing an electric motor in its elvtr.

Padua, Ill.—The elvtr. of the Farmers Elvtr. Co. is being covered with galvanized iron.

Taylorville, Ill.—The Ora Home Mfg. Co. contemplates increasing the capacity of its elvtr.

Mackinaw, Ill.—Clarence Wilson will build an elvtr. on the site, which he has leased.

Gladstone, Ill.—O. Ogle, of Keithsburg, is pushing construction work on his elvtr. at this station.

Lockport, Ill.—The Northern Illinois Cereal Co. will rebuild its plant, which burned Nov. 24.

New Douglas, Ill.—H. Prange & Sons, props. of an elvtr. and mill, have discontinued business.

Toulon, Ill.—Wrigley & Walters have moved their office to another location and installed new scales.

Franklin, Ill.—W. C. Calhoun has completed his new elvtr., which replaces the one burned Sept. 11.

Geneseo, Ill.—D. F. Somers has bot the interest of his partner, L. F. Gorham, in the grain business here.

Swan Creek, Ill.—Henry Sands has recently purchased a 1,500-bu. Richardson Automatic Scale for his elvtr.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. has completed its elvtr., which replaces the one burned Aug. 12.

Alworth sta. (Winnebago p. o.) Ill.—I have installed a new 5-ton wagon scale and a 10 h. p. kerosene engine.—L. N. Bowman.

The following were admitted to membership in the Illinois Grain Dealers Ass'n at the last directors' meeting: John F. Nordsiek, Concord; Inland Grain Co., Galesburg; C. E. Fletcher, Royal, and F. J. Rose, Champaign.—E. B. Hitchcock, sec'y.

Champaign, Ill.—Charles F. Standing, ass't grain inspector of Cleveland, O., has resigned to become chief grain inspector here.

Osbornville, Ill.—The Mt. Auburn & Osbornville Grain Co. has completed the additions to its elvtrs. here and at Mt. Auburn.

Paxton, Ill.—Excavation was started Dec. 11 for the new elvtr., which will be erected by Risser & Rollins to replace the one burned Nov. 23.

Rochelle, Ill.—S. J. Kennedy, mgr. of J. C. Shaffer & Co.'s office in this city, is recovering from an operation performed on one of his legs.

East St. Louis, Ill.—The Golden Grain & Mfg. Co. sustained a loss of approximately \$125,000 by fire Dec. 21. The loss is covered by insurance.

Edwardsville, Ill.—Arthur Dippold and Robert Dippold have bot the elvtr. and grain business of the Dippold Bros. Grain & Elvtr. Co. from John, Fred, and Mrs. Edward Dippold.

State Road (Mayview p. o.) Ill.—Farmers are organizing an elvtr. company to operate an elvtr. here. They will buy the Saddoris Elvtr., owned by Tony Barton, of Jamaica, or build a new house.

Rapatee, Ill.—My elvtr., which burned at this place, was used as a storehouse. The fire was caused by sparks from a passing locomotive. A new storehouse will be erected on the site.—G. P. Dikeman.

Cazenovia, Ill.—The elvtr. and coal business, recently purchased from H. J. Wykle by Mark J. Ranney, will be operated under the name of M. J. Ranney & Co. Mr. Ranney's son, Joel, will be identified with the business next spring.

Glasford, Ill.—Franklin Kingsley has been awarded a verdict of \$5,000 against the Farmers Lumber & Grain Co. for the death of his 8-year-old son, Cloyd, Feb. 6, 1916. The boy was caught on a shaft in the company's elvtr. and whirled to death.

Cropsey, Ill.—C. H. Pratt and Wm. J. Blair have formed a partnership and purchased the Hayward Elvtr. Mr. Pratt was mgr. of the Farmers Elvtr. Co. for 11 years and Mr. Blair managed the lumber yard for 3 years. They will repair their recently acquired Elvtr. and office.

Illipolis, Ill.—Lee G. Metcalf is being urged as a minority member of the Illinois Public Utilities Commission, which should be composed of experienced business men. Mr. Metcalf has an unusual amount of judgment and common sense and his appointment would be received with general approval.

Campus, Ill.—The Campus Grain Co., after having plans and specifications carefully prepared by the B. S. Constant Mfg. Co., for a 25,000 bu. iron clad elevator of 9 bins, let the contracts to the lowest bidder at \$6,625. The highest of six other bids was \$8,964. It is evident that contractors occasionally make serious errors in figuring.

The next annual convention of the Illinois Grain Dealers Ass'n will be held in Springfield on May 9 and 10. A rousing meeting is being planned. The governor will make a speech and there will be other addresses on vital subjects by men of importance. Arrangements are in the hands of a com'te composed of Directors Schultz, Wayne and Sinclair.—E. B. Hitchcock, sec'y.

Danville, Ill.—With more than half the counties in the state represented and many supervisors and members of automobile ass'ns attending the Illinois Highway Improvement Ass'n went on record Dec. 19 favoring a state bond issue of \$60,000,000 to build a 4,000-mile system of public highways, connecting practically all cities of 2,000 population and up. The legislature is asked to submit the proposition to the people at the November, 1918, election. The ass'n also favored a reasonable increase in the state automobile license fee, especially for heavier cars and auto trucks.

Arrangements have been made to have the Railroad Presidents' Ass'n and the Illinois Grain Dealers Ass'n appoint com'tes for consideration of the various subjects presented by both sides at the conference. Such a meeting will be held immediately after the first of the year. The following special railroad com'te will represent the interests of the ass'n in future conferences: Victor Dewein, Warrensburg; B. F. Hill, Freeport, and E. M. Wayne, Delavan.

Matteson, Ill.—We have bot the elvtr. of H. F. Bartling and hereafter it will be known as McKenna & Rodgers Elvtr. "A." It has a storage capacity of 75,000 bus. and is equipped with up-to-date machinery, such as clippers, cleaners, etc., for the care of an up-to-date grain shipping business. The working capacity of the house is from 15 to 20 cars per day each way, in and as many out. We expect to take care of our eastern trade from this elvtr. until such time as an up-to-date fireproof elvtr. has been erected on our site at Wellsboro, which elvtr. was recently destroyed by fire.—McKenna & Rodgers, per Sam Beaumont.

Bloomington, Ill.—L. E. Slick & Co. are defendants in two mechanics' lien suits brot by M. Reilly and Stoser & Co. to recover \$1,300 and \$3,800 for labor and materials used in the construction of the firm's new concrete elvtr. The contract was let to the New Enterprise Construction Co., and Slick & Co. have paid the full amount due and \$200 additional, so that this claim by two sub-contractors is a disagreeable surprise. Plaintiffs allege they had possession of the elvtr. and were authorized to place padlocks on the doors until the money was forthcoming. The next morning the grain company, it is alleged, used a chisel to force entrance to the building.

Cairo, Ill.—The elvtr. of the Halliday Elvtr. Co. is 500,000 bus., equipment as complete as it could be made, and the working capacity of the house is almost unlimited. It has 4 scales, hopper bottom, each scale having a capacity of 80,000 lbs. single draft. As to the capacity for sacked grain the company now has 3 of these scales, having increased the number of these scales from one to 3. Originally one was installed, subsequently an additional one and recently the third one was bot, having made tests with other scales and found the scales that it had been using and is using the very best suited for its purposes. Loading under the new arrangement so far as sacked grain is concerned, is done in good part by gravitation which gives the company now an arrangement so far as sacked grain is concerned, probably as good as any in the country and a capacity that enables it to take care of its sacked grain business with a promptness that can hardly be equaled by competitors anywhere. The recent addition to the plant was constructed under the direction of the Macdonald Engineering Co.

CHICAGO NOTES.

The Edwards & Loomis Co. has decreased its capital stock from \$150,000 to \$10,000.

The report in an Omaha dispatch that the Armour Grain Co. would construct an elvtr. is erroneous.—Geo. E. Marcy, pres.

An advance of \$25 to \$50 a month has been made in salaries paid to clerks around the Board of Trade within the past year.

D. E. Sawyer will join the firm of Block, Maloney & Co., the new firm name, which will succeed that of Finley Barrell & Co. on Jan. 1.

Charles T. Hulburd, floor mgr. on the Board of Trade for Shearson, Hammill & Co., died Dec. 22, aged 31 years. He is survived by his widow.

A movement is under way to put all trades on the Board of Trade on a brokerage basis, instead of having pit operators work on a monthly salary.

J. J. Kelly, an attorney, bot the plant of the Ernest Tosetti Brewing Co., a bankrupt firm, at foreclosure sale, for \$199,900. A grain elvtr. is included in the plant.

William J. Mullins, for 11 years with the J. Rosenbaum Grain Co., has been presented by the company with a membership in the Board of Trade and \$275 as a bonus.

The Grain Receivers Ass'n held its annual meeting and dinner Dec. 14. Adolph Kempner was re-elected pres., Adolph Gerstenberg, vice-pres., and Frank Baker, sec'y-treas.

An amendment to Rule XIV of the Board of Trade adding to Sec. 4, paragraph G, a clause that members' rates on 1,000-bu. lots shall be \$1 per 1,000 when less than 5,000 has been posted for ballot.

The firm of Walter N. Jacobs & Co. has been organized by Walter N. Jacobs and W. J. Sullivan, members of the Board of Trade. Both men were formerly with Sullivan & Co. and Mr. Sullivan was recently with King, Farnum & Co.

I have severed my connection with Gerstenberg & Co., after being with them for 17 years, and have made new and special arrangement with H. W. Rogers & Bro., and will handle all consignments entrusted to my care.—H. Hahn.

E. Lowitz & Co. will succeed the firm of E. Lowitz on Jan. 1. The new firm is composed of E. Lowitz, John F. Barrett, A. Richard Frank, Frank Biddle and A. J. Barrett. Offices will be maintained on the ground floor and also the 3rd floor of the Rookery Bldg.

An amendment to the rules of the Board of Trade increasing the grain storage charges has been posted for ballot. For the first 10 days or part thereof the rate will be 1 cent instead of ¼ cent, and for each additional day until July 1, 1917, 1/30 instead of 1/40 cent, after that 1/20 cent instead of 1/30 cent.

The Board of Trade is defendant in a suit brot by John B. Turner, of Memphis, Tenn., to recover \$200,000 damages on account of his suspension from membership for refusing to permit the directors of the Board to examine his books. Turner has petitioned the federal court to restrain the Board from forfeiting his membership.

Joseph P. Griffin will be a candidate for re-election as pres. of the Board of Trade and John J. Stream is to be a candidate for vice-pres. Edward Earl O'Neill, W. H. Martin and James J. Fones have been named as candidates for the directory. John R. Mauff will advance automatically from the office of 2nd vice-pres. to that of first vice-pres.

J. E. Decker, J. E. Bournique, A. D. Swift, Emil Rothschild and Alexander McDougal Simons have applied for membership in the Board of Trade. G. H. Lowitz, Geo. A. Aylsworth, Robert H. Livingston, Geo. E. Titley, Wm. C. Bliss, Chester M. Martin, A. Richard Frank and Gerald F. Earle, have been admitted to membership and the memberships of E. H. Hanks, Ben F. Stauffer, A. A. Davidson, Parker Saunders, J. A. Jamison, J. I. Cochran and the estate of J. H. Wilbur have been posted for transfer. Memberships are quoted at \$7,200 net to buyer.

Each of the employees of the Board of Trade will be given a gift of \$10 by a vote of the directors Dec. 19. About 300 employees will receive this gift, which is the first ever bestowed by the exchange. The firm of Logan & Bryan has distributed between \$75,000 and \$100,000 among its employees thruout the United States. The office boys as well as the mgrs. received a benefit, which will go toward making their Christmas a more enjoyable one. Rumsey & Co. will give a month's salary to their employees as a Christmas gift. Thomson & McKinnon will distribute \$30,000 among their employees ranging from 2½% to 10%, according to the length of service with them. Harris, Winthrop & Co. will give each of their employees a bonus of 2 months' wages.

PEORIA LETTER.

J. B. Kell, of Chicago, has been appointed federal grain supervisor of this district.

Peter Casey, member of the Board of Trade for nearly 20 years, died Dec. 15. In 1900 he was pres. of the exchange.

Members of the Board of Trade will vote on an amendment to the rules to increase the membership dues from \$200 a year to \$500.

Lawrence Murray is slated for the presidency of the Board of Trade to succeed Louis Mueller, whose term expires early in January.

The directors of the Board of Trade have recommended that in the future a charge of \$50 be made on a membership transfer, instead of \$5.

A small building is being erected at the Burlington Elvtr. to house the grain inspector's plant, and entire new equipment will be installed. The plant is operated under the direction of the Board of Trade.

E. H. Young, of the Harwood Young Co., Wm. F. Andrews, mgr. Lamson Bros. & Co., S. D. Tinley, of Geo. W. Cole Grain Co., Bushnell, J. A. Waring and Samuel Thomas, of T. A. Grier & Co., have been admitted to membership in the Board of Trade.

A change in rule No. 17, Section 1, has been suggested by the directors of the Board of Trade. The amendment reads that "Commission charges for receiving, selling, accounting for or forwarding." The word "forwarding" has been added to the old rule.

The directors of the Board of Trade have recommended an amendment to the present laws on commissions charged for the sale of corn and oats. It calls for an increase of $\frac{1}{4}$ c on a bu. of corn, making it $\frac{3}{4}$ c, while the oats will remain the same as heretofore, $\frac{1}{2}$ c a bu.

A banquet was tendered to Frank B. Tompkins, Dec. 9, by the members of the Board of Trade, upon his retirement as chief grain inspector to go to Minneapolis, Minn., as federal grain inspector. The members turned out to a man to do him honor and presented him with a black leather traveling bag, with the best wishes of every member of the exchange.

INDIANA

Greensfork, Ind.—D. W. Harris & Co. have bot the elvtr. of Wm. Boyd.

Knox, Ind.—Arthur Castleman, of Culver, contemplates the erection of an elvtr. here.

Manilla, Ind.—James Talbert, of Morris-town, is now in the employ of the Mull Grain Co.

Culver, Ind.—Robbers blew open the safe at the Hawkins Elvtr. and stole between \$40 and \$50.

Rolling Prairie, Ind.—An elvtr. will be built by the South Bend Grain Co. and J. R. Van Riper.

Pennville, Ind.—Thieves recently entered the offices at the elvtrs. of Arnold & Engler and the Pennville Mfg. Co.

Pence, Ind.—W. W. Evans & Son will install a 2,250-bu. type registering Richardson Automatic Elvtr. Scale.

Rochester, Ind.—W. J. Leiter has just completed a 20x60 ft. addition to his elvtr., to be used for coal, flour and feed.

Milton, Ind.—The Connell-Anderson Grain Co. has asked for permission to change its name to that of Anderson & Sons Grain Co.

Oakland City, Ind.—Frank Williams, formerly engaged in the grain business at this place, ended his life recently at Rock Island, Ill., by hanging himself.

North Manchester, Ind.—Jesse J. Tyler, acting for the creditors of the Kinsey Bros. Grain Co., has taken charge of the elvtrs. owned and operated by this company.

Indianapolis, Ind.—R. M. Hall, formerly on the road in Illinois for the Urmston Grain Co., as solicitor, is no longer connected with our firm.—Wm. C. Hayward.

Lebanon, Ind.—The Lebanon Grain Co. has completed its new elvtr. at this point. Electric power has been installed and a brick office building and large storeroom have been erected in connection.

Royal Centre, Ind.—I have bot the interest of J. F. Sims in the elvtr. properties here and am now in charge. Mr. Sims has gone to Excelsior Springs to regain his failing health.—Chas. A. Ashbaugh.

Marion, Ind.—Joseph S. Phillips, operating grain brokerage offices at Champaign, Ill., Rensselaer and Lafayette, where he represents E. W. Wagner & Co., Chicago, has now opened an office in this city.

Indianapolis, Ind.—A vote of the members of the Board of Trade will be taken on the question of the exchange exercising, at an early date, its option to purchase the ground on which the building is situated.

Roann, Ind.—We have formed a corporation, capitalized at \$30,000, and are taking over the elvtrs. owned by Kinsey Bros., at this place and Pettyville. It will be known as the Mutual Grain Co., with the principal office here. L. W. Royse, of Warsaw, is pres., and I am sec'y-treas. and general mgr.—H. E. Kinsey, Leesburg.

Seymour, Ind.—Fred Steinker, who has been operating the 10,000-bu. elvtr. and corn mill of the bankrupt Hodapp Hominy Co. during the past 7 months as trustee, has given possession to the new owners. Payment of 33 $\frac{1}{2}$ % on all claims, that have been allowed, is now being made. Mr. Steinker and his son, Will, contemplate the organization of a new company to handle grain and grain products.

West Middleton, Ind.—In the suit brot by Mrs. Arminta Kern against Daniel Rodkey, et al., the West Middleton Mill & Elvtr. Co. has paid for the oats which Rodkey sold to it. Others who bot grain are said to be contemplating a settlement. Mrs. Kern sued Rodkey for rent, amounting to \$480. The elvtr. company and others who bot grain were made defendants, it being alleged that the rent was a lien on the grain.

IOWA

Kirkman, Ia.—The office of the Farmers Elvtr. Co. is being renovated.

Popejoy, Ia.—Mr. Christensen has bot an interest in the elvtr. of Dodd & Co.

Atkins, Ia.—The shingle roof has been placed on the elvtr. of the Atkins Grain Co.

Fostoria, Ia.—Louis Blekker, of Pekin, Ill., is now mgr. of the Farmers Elvtr. Co. here.

Neola, Ia.—The Neola Elvtr. Co. has started the erection of an addition to its elvtr.

Beaman, Ia.—The Beaman Elvtr. Co. has installed electric power and lights in its elvtr.

Raleigh, Ia.—A corn crib has been erected and improvements made in the elvtr. here.

Norwich, Ia.—Oscar M. Dougherty has bot and taken possession of the elvtr. of T. J. Gwynn.

Woolstock, Ia.—The Farmers Elvtr. Co. has purchased a 10-h. p. electric motor for its elvtr.

Estherville, Ia.—The elvtr. of the Great Western Grain Co., on the M. & St. L., is closed.—X.

Lorah, Ia.—The E. Rothschild Grain Co., of Atlanta, contemplates the erection of an elvtr. here.

Blanchard, Ia.—A 5-h. p. electric motor has been installed in the elvtr. of the Farmers Elvtr. Co.

Hancock, Ia.—The E. Rothschild Grain Co. on Dec. 16 bot and took possession of the elvtr. of G. H. Bunton.

Atlantic, Ia.—E. F. Mallory has succeeded William Jump, who resigned his position with the Rothschild Grain Co.

Jefferson, Ia.—The E. J. Feehery Grain Co. has engaged in the grain business and opened an office in this city.

Lytton, Ia.—The T. H. French Co. has installed a 1,500-bu. type registering Richardson Automatic Elvtr. Scale.

Riverton, Ia.—The elvtr. of Stubbs & Sons was threatened with destruction when a shed in the rear burned Dec. 13.

Alton, Ia.—G. W. Harris has bot the property of the Alton Mill and the elvtr. portion will be remodeled and placed in operation.

Alden, Ia.—We will install a new motor in our elvtr., on the Illinois Central, to replace the gasoline engine.—Farmers Elvtr. Co.

Auburn, Ia.—Work is progressing on the 40,000-bu. elvtr. for which the Farmers Elvtr. Co. let contract to the Newell Construction Co.

Aurelia, Ia.—The Farmers Elvtr. Co. has bot the buildings and lumber business of the Aurelia Lumber Co. and placed G. W. Brooks in charge.

Nuel sta. (Vincent p. o.) Ia.—Spencer Smith, formerly with the Independent Grain & Lumber Co., is now mgr. of the Farmers Elvtr. Co. here.

Goodell, Ia.—A. D. White, who has been engaged in the grain business here for the past 30 years, recently sold his interests to a man from Illinois.

Des Moines, Ia.—W. H. Ransom, of this city, will represent us in Iowa in the solicitation of grain business in all of its branches.—Rumsey & Co., Chicago, Ill.

Wolf sta. (Ogden p. o.) Ia.—We have repaired our corn crib, put in a concrete floor, rebuilt and put in new the approaches to our elvtr.—J. C. Peterson, agt. E. A. Brown.

Story City, Ia.—A. A. Burke and C. E. Stephenson, of Dayton, contemplate the erection of an elvtr. on the site of the recently burned elvtr. of E. L. Ericson. The old foundation will be used.

George, Ia.—The large elvtr. owned by Chris Locker was filled to its capacity, and Dec. 10 it burst under the strain. Some of the grain has now been loaded out and repairs have been made on the elvtr.

Farragut, Ia.—The Farmers Elvtr. Co. will be incorporated, with a capital stock of \$15,000, to build an elvtr. Thos. Spear is pres., H. J. Ross, vice-pres., W. A. Clapp, sec'y, and C. D. Comstock, treas. of the company.

Council Bluffs, Ia.—Plans for the new 1,500,000-bu. reinforced concrete elvtr. to be built here for the Chicago & Northwestern Railroad, and operated by the Updike Grain Co., of Omaha, Neb., are now being drawn by the Witherspoon-Englar Co. Work will be started on the building this winter.

Council Bluffs, Ia.—Two young men were caught robbing a Northwestern grain car the night of Dec. 9. They were loading a wagon at the side of the car when noticed by policemen, who arrested them at once. The 2 men, Jess Watton and William Mowry, pleaded guilty, but the judge declined to punish them as they are married and have small children.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Blencoe, Ia.—A sale by two partners of the same wheat to two elevators resulted in a suit between the Nye-Schneider-Fowler Co., the Farmers Elevtr. Co. and the two partners, Grove and Myers, which recently was settled out of court. The farmer who hauled the wheat to the Nye-Schneider-Fowler Co. did not know that his partner had already contracted to deliver to the Farmers Elevtr. Co. In the settlement the Nye-Schneider-Fowler Co. received \$200 damages and paid for the 1,120 bus. at the market price.

SIOUX CITY LETTER.

The Board of Trade has filed an application with the Dept. of Agriculture for an ass't grain supervisor at Sioux City.

At the annual election of officers of the Board of Trade on Dec. 5, H. J. Hutton was elected pres., W. H. Harter, vice-pres., M. King, treas., and C. J. Furst, sec'y; directors, M. King, D. Webster, H. J. Hutton, C. C. Flanley, E. A. Fields, J. A. Tiedeman, C. J. Milligan, Paul Ketels and W. H. Harter.

The Terminal Elevtr. Co. will build an elevtr. on the site of the old structure, which was destroyed by fire several years ago, provided a firm can be obtained to take a long lease on the building. A special com'te, composed of O. J. Moore, W. S. Gilman and John J. Large, is making negotiations for the rebuilding of the elevtr. F. M. Pelletier is pres. and H. P. Guiney sec'y of the company.

KANSAS

Wheeler, Kan.—An elevtr. will be built at this station.

Palco, Kan.—An elevtr. will be erected by the recently organized Farmers Union.

Missler, Kan.—The Equity Exchange Co. will build a flour and feed warehouse.

Geneseo, Kan.—The Farmers Union has been incorporated, with a capital stock of \$2,000.

Cimarron, Kan.—The Cimarron Equity Exchange will enlarge its elevtr. in the spring.

Norton, Kan.—Elmer Darling is the new mgr. of the Farmers Elevtr. Co., succeeding James O'Toole.

Star Valley (West Mineral p. o.) Kan.—Everett Miller, mgr. of an elevtr. at this point, died recently.

Sylvia, Kan.—The Sylvia Grain & Supply Co. will establish a flour mill in connection with its elevtr.

Healy, Kan.—We have no agt. at this station at present.—Boulware & Countryman Grain Co., Modoc.

Horton, Kan.—I am not contemplating the erection of an elevtr. as was recently reported.—E. F. Henney.

Morganville, Kan.—The capacity of the elevtr. of the Farmers Elevtr. Co. is being increased about 10,000 bus.

Russell, Kas.—Jacob Meier has succeeded H. A. Fink, who resigned as mgr. of the Farmers Co-operative Co.

Clay Center, Kan.—The elevtr. of the Snell Mill & Grain Co., containing a large amount of wheat, burned Dec. 12.

Copeland sta. (Sublette p. o.) Kan.—The report that Etter & Jacobs are erecting an elevtr. is incorrect.—O. C. Etter.

Breton siding (Rexford p. o.) Kan.—The Foster Elevtr. at this station is handled with the grain business at Rexford.—X.

Wilson, Kan.—The J. B. Geiss Grain Co. has bot the Claussen Elevtr., which the Ellsworth Mill & Elevtr. Co. had been operating under lease.

St. John, Kan.—David Jackman has succeeded Andrew Smith, who resigned as mgr. of the elevtr. and mills, operated under the name of the St. John Mills.

Lost Springs, Kan.—J. P. Rasmussen will retire as mgr. of our elevtr. Jan. 1, and A. M. Falk, former mgr., who lately has been with the Lost Springs Elevtr. Co., will take charge.—Farmers Union Elevtr. Co.

Rexford, Kan.—The recently organized Farmers Union Elevtr. Co. has a 40,000-bu. elevtr. under construction, which will be ready for business by Jan. 20.—X.

Wichita, Kan.—The federal grain inspection dept. has been opened in the Sedgwick Bldg., with John Sheedy as supervisor and A. J. Schmitz as assistant.

Winifred, Kan.—The Farmers Co-operative Ass'n has installed a patent type registering Richardson Automatic Elevtr. Scale, of 1,250-bus. per hour capacity.

Wichita, Kan.—Work is being pushed rapidly on the elevtr. for which the Wichita Terminal Elevtr. Co. let contract to the Lehrack Contracting & Engineering Co.

Brownsdale sta. (Idana p. o.) Kan.—The Farmers Union contemplates building an elevtr. in the spring at this station, which is between Idana and Miltonvale.—A. F. Engberg, Idana.

Belpre, Kan.—P. J. Herod, mgr. of the Farmers Equity Elevtr. Co. at Trousdale for the past year, on Dec. 15 succeeded A. B. Dougan as mgr. of the elevtr. of the Larabee Flour Mills Co.

Mingo, Kan.—Farmers Union Elevtr. Co. incorporated; capital stock, \$15,000; incorporators, George Ramsey, C. F. Howard, of Colby, and R. D. Misner, of this city. The company will operate its recently completed elevtr.

Athol, Kan.—G. W. Douglas, for 14 years mgr. of the Athol Co-operative Grain Co., and O. E. Rice have purchased the company's east elevtr. and are now ready to transact business under the firm name of the Douglass & Rice Grain Co.

Liberal, Kan.—The elevtr. of the Bolin-Hall Grain Co. was destroyed Dec. 14 by fire, which is thot to have originated in the engine room. The building contained about 10,000 bus. of wheat and some other grain, which is almost a total loss.

Dighton, Kan.—Our elevtr. burned Dec. 7. We think the fire was caused by sparks from a passing locomotive. Loss about \$19,000; insurance, \$9,500. We will rebuild an up-to-date elevtr. of about 12,000 bus. capacity.—R. M. Church, mgr. Farmers Elevtr. Co.

Garden City, Kan.—We have built a small elevtr. and equipped it with up-to-date cleaners and motors for handling alfalfa and clover seed. This is only a side venture, as we have been in the grain business here for over 9 years.—P. B. McDonald, of Garden City Grain & Produce Co.

Kiowa, Kan.—J. K. Richardson has purchased a site and started work on an elevtr. on the D. E. & G. branch of the Santa Fe. A spur track will be laid to the elevtr., which will be ready for next year's crop. The house will be used as a feeder for the Kiowa Mill and will also buy grain for the market.

Topeka, Kan.—The Board of Trade has been organized and will be in operation Jan. 1. The membership will be limited to 50 and the price of membership is placed at \$100. When the board is opened a reception will be held for grain men from various parts of the state and a dinner will be served.

Topeka, Kan.—As the present excessive inspection fee has in 2 years accumulated a fund of \$80,000 above the expense of maintaining the department an amendment to the law is urged reducing the fees. Under the law it is optional with the chief grain inspector whether to reduce the fees, but the reduction he has made is only 5 cents.

Salina, Kan.—M. P. Thielen is now a resident of Salina, not of Lucas, as formerly, or of Hutchinson, as erroneously reported. In establishing headquarters at this city he retains the name of the company at Lucas, the M. P. Thielen Grain Co., which he has conducted successfully for five years, and will do a grain receiving business. In the Journal Dec. 10, page 937, appeared a brief biography and a portrait of Mr. Thielen.

An amendment to the Kansas grain inspection law is desired to prevent the collection of fees for inspection every time the car stops at a station. Buyer and seller require but one inspection, and sometimes not even that, yet inspections are made 4 times in some cases, altho the law provides that a certificate given after the first inspection shall be valid at any other point in the state. Useless inspections could be abolished by requiring notation on the way bill of the first inspection, and amending the law to that effect.

The following have been admitted to membership in the Kansas Grain Dealers Ass'n: Highland Grain Co., Highland; J. O. Leith, Netawaka; Farmers Elevtr. & Shipping Co., Whiting; Whiteside Grain Co., Waterville; H. B. Nye, Palmer; Farmers Elevtr. & L. S. Co., Irving; Snyder-Smith & Co., Effingham; Bauman Grain Co., Neodesha; Farmers Union Co., Smolan; Farmers Union Elevtr. Co., Centralia; W. S. Timmons Grain Co., Riley; Farmers Ass'n, Edmond; Woodston Grain Co., Woodston; C. R. Latto, Osborne; G. E. Heald, Morrill; Farmers Union Elevtr. Co., Soldier; Snell Mill & Grain Co., Clay Center, Kan., and L. W. Sage, Julian, Neb.—E. J. Smiley, sec'y.

The law of Kansas that a railroad company delivering within ¼ of 1 per cent of the amount of grain loaded shall be deemed to have delivered the full amount permits the carriers to make deduction for natural shrinkage, but does not compel the carrier to comply with the other section of the same law requiring track scales to be installed at all stations where the shipments of grain the preceding year had been 100 cars or more, the court in the case of Simmons v. Mo. Pac. Ry. having declared the track scale section unconstitutional. In fairness the law should be repealed, to do away with the natural shrinkage deduction also; and the grain shippers of the state should join in a movement to this end.

HUTCHINSON LETTER.

The Board of Trade has contributed \$300 to a fund for the poor of this city.

Arrangements are being made to provide larger quarters for the Board of Trade.

The Mutual Grain Co. has been admitted to membership in the Board of Trade, having bot the additional membership of the Kemper Grain Co.

The Bolin-Hall Grain Co. has bot the recently acquired membership of J. R. Baker, and now holds 3 memberships in the Board of Trade.

The C. D. Jennings Grain Co. now holds 3 memberships in the Board of Trade, having taken over the one which the Morton Grain Co. purchased from the Hall-Baker Grain Co.

B. C. Christopher & Co., of Kansas City, Mo., have opened an office in the Rorabaugh-Wiley Bldg., with G. W. Penny, formerly traveling representative of the Kemper Grain Co., as mgr.

W. C. Goffe, of Kansas City, Mo., gave a banquet at the Hotel Bisonte Dec. 12 for the members and associate members of the Board of Trade, covers being laid for forty. Among those who spoke were T. J. Templar, first pres. of the Board of Trade, Frank Hipple, who is now pres., E. J. Miller and Ralph Russell, of the grain inspection dept.

Walter Hastings, formerly mgr. of the Kemper Grain Co., and George Noll, formerly of the Central Grain Co., who sold his membership in the Board of Trade a year ago and discontinued the grain business, have organized a new company, under the name of the Central Grain Co., with offices in the Rorabaugh-Wiley Bldg. Mr. Hastings has bot the membership of Eugene Hipple.

KENTUCKY

Maysville, Ky.—J. C. Everett & Co. have moved into their new offices.

LOUISIANA

Crowley, La.—The Crowley Rice Mfg. Co. has asked that a receiver be appointed for the Louisiana State Rice Mfg. Co. and judgment in its favor for \$90,000, alleging this amount a loss to it thru the reorganization.

Kaplan, La.—The Louisiana State Rice Mfg. Co. will build a mill here. The machinery and equipment of the Mutual Rice Mill at Gueydan will be removed to this point and work of construction will begin the first of the year to have the mill completed to handle next season's crop.

NEW ORLEANS LETTER.

Ed Keiser has been appointed federal grain supervisor at this point.

The Chalmette Elvtr. has been equipped with a Hess Drier, with a capacity of 1,000 bus. of wheat or 800 bus. of corn per hour.

Improvements will be made in the Westwego Elvtr., by the Trans-Mississippi Terminal Co., to facilitate the handling of grain. The company will also build additional warehouses and lay more tracks.

MARYLAND

Buckeystown, Md.—The Farmers Exchange, of which James H. Gambrell, Jr., is general mgr., has taken over the building, formerly used for manufacturing plows, and will convert it into an elvtr. and warehouse. The interior is now being remodeled and when finished it will have a capacity of 10,000 bus. A general grain and feed business will be conducted in the warehouse. The Farmers Exchange now operates elvtrs. at Sykesville and Adamstown.

BALTIMORE LETTER.

The grain standardization laboratory has been removed to 409 Garrett Bldg.—M. T. Goedeke, clerk.

J. C. Brown is no longer mgr. of our elvtrs.—Thos. H. Seal, agt. Baltimore & Ohio Railroad Co. Elvtrs.

Ormond W. Downes, Lewis Blaustein and C. Howland Lloyd have applied for membership in the Chamber of Commerce.

A slight fire was started Dec. 6 by an explosion in a hopper on the first floor of the plant of the Baltimore Pearl Hominy Co. The damage was small.

W. H. Perrine & Co. have opened a branch office in the Bourse Bldg., with Wm. M. Smith in charge. Mr. Smith has applied for membership in the Chamber of Commerce.

MICHIGAN

Alpena, Mich.—Farmers are organizing an elvtr. company.

Portland, Mich.—The Portland Elvtr. Co. has erected 236 ft. storage sheds.

Snover, Mich.—The Snover Grain Co. is building a feed mill near its elvtr.

Portland, Mich.—Fred S. Lockwood has completed his 20,000-bu. elvtr. at this point.

Eaton Rapids, Mich.—Howard Perkins, dealer in salvage grain, died Dec. 17, aged 36 years.

Mariette, Mich.—The Holmes Grain Co. has increased its capital stock from \$24,000 to \$40,000.

Marshall, Mich.—O. M. McBride has succeeded J. W. Buchanan as mgr. of the Beckwith Grain Co.

Hinchman sta. (Berrien Springs p.o.) Mich.—D. S. Heim has discontinued the grain business at this point.—X.

Blaine, Mich.—The elvtr. owned by the Blaine Elvtr. Co., of which Lawrence Newberry is mgr., is closed at present.—X.

Six Lakes, Mich.—The Six Lakes Elvtr. Co., of which H. L. Sprowl is mgr., has leased the Parker Warehouse until July.

Hillsdale, Mich.—F. W. Stock & Son are building a 170,000-bu. addition to their elvtr., which will bring the total storage capacity to 375,000 bus.

Port Austin, Mich.—The Wallace Elvtr. Co. has completed its bean picking plant.

Detroit, Mich.—The recently incorporated International Grain Elvtr. Co. has a capital stock of \$10,000; incorporators, Paul A. Kehrig, Chester M. Martin, and others.

Bancroft, Mich.—The Bancroft Elvtr. Co. has added a new bean machine to its elvtr. equipment. The company has been incorporated with a capital stock of \$25,000.

Caro, Mich.—The Cass City Grain Co. has bot and taken possession of the elvtr. of the Saginaw Grain & Produce Co. A L. Bruce has been placed in charge. Plans are under consideration for the erection next year of an elvtr., with a capacity of from 10,000 to 15,000 bus.

Bear Lake, Mich.—I have bot the interests of John H. Werle and C. J. Olin in the Bear Lake Roller Mills and have thoroughly overhauled the plant, installing electric power. I will buy all kinds of grain and beans and will manufacture wheat, rye, buckwheat flour and feed.—H. M. Cosier.

Gardendale sta. (Akron p. o.) Mich.—We have just completed an up-to-date bean and grain elvtr. of from 12,000 to 15,000 bus. capacity, on the D. B. C. & W. R. R. Equipment includes two 15-h. p. oil engines, feed grinder, Clipper Bean Cleaner and a double section Clipper Grain Cleaner.—Holmes Grain Co., Marlette.

Salzburg sta. (Bay City p. o.) Mich.—The elvtr. under construction for the Cass City Grain Co. has been covered with corrugated iron. It will be equipped with the most up-to-date machinery and will be finished and ready for operation by Jan. 15. The elvtr. proper is 30x40 ft., with a height of 55 ft., and has a concrete basement. Adjoining the elvtr. is a bean dept. 30x60 ft. and 2 stories high. The first floor is the bagging room and the 2nd floor the picking room, where the company expects to employ 150 girls and women. The bean department is 22 ft. high. A cupola extends the entire length of the building, giving a capacity of 25,000 bus. of grain. In the basement of the elvtr. will be the bins where the grain is first dumped. It next travels to the main floor, where the cleaning machines are situated, and thence to the roof, where it is dumped into the storage bins. The company will deal in all kinds of grain, but expects to specialize in beans. Ted Snellings will be local mgr. for the company.

MINNESOTA

Warren, Minn.—Arvid Boman has bot the elvtr. of the Monarch Elvtr. Co.

Moose Lake (Duluth p. o.) Minn.—No elvtrs. are located at this point.—X.

Gaylord, Minn.—The Pacific Elvtr. Co. will rebuild its elvtr., which burned Oct. 31.

Duluth, Minn.—The 1,500,000-bu. addition to the Capitol Elvtr. has been completed and placed in operation.

Twin Valley, Minn.—The Heiberg Elvtr. Co. will do a wholesale seed business in connection with its grain business.

Red Wing, Minn.—A. F. Bullen, 72 years of age, one of the most prominent maltsters of the northwest, died Dec. 17.

Le Sueur, Minn.—The report that a farmers' elvtr. company was building an elvtr. here is incorrect. This station has no farmers' elvtr.—Wierwill Bros.

Maynard, Minn.—The Thorpe Elvtr. Co. closed its elvtr. for the season on account of the short crop. I am not in the grain business now.—N. S. Weber, former agt.

Foxhome, Minn.—J. L. Sweeney is pres., and F. A. Stavelly, mgr., of the 15,000-bu. elvtr., on the N. P. Ry., which we took over from F. G. Myers & Co.—Farmers Elvtr. Co.

St. Paul, Minn.—The Equity Co-operative Exchange will build an addition to its recently completed elvtr., which will double the capacity. Ground will be broken in the spring.

Simpson, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Cargill Elvtr. Co.

Lake Wilson, Minn.—We have built a 26x40 ft. warehouse and have installed new machinery, including a moisture tester.—M. Stephenson, mgr. Lake Wilson Co-operative Elvtr. Ass'n.

Hallock, Minn.—I have organized the Hallock Grain & Supply Co., which is incorporated, and am no longer soliciting grain for the H. Wehmann Grain Co., of Minneapolis.—H. B. Bornemann.

Duluth, Minn.—A. W. Frick, mgr. of the office of the Van Dusen-Harrington Co. at this place, has retired on account of failing health and Wilbur Joyce, for 9 years with the company here, is his successor. Mr. Frick was with the Van Dusen-Harrington Co. since 1885.

St. Paul, Minn.—E. Steenerson has brot suit against the Equity Co-operative Exchange for \$2,300, which he claims is due him as back salary under a contract to solicit grain for the Exchange at \$3,000 a year. The Exchange claims that Steenerson broke the contract, was paid \$461.29, and owes the Exchange \$61.29 on an overpayment.

Meriden, Minn.—The Farmers Elvtr. & Mercantile Co. will build an addition to its recently acquired elvtr. for the housing of a feed mill. Coal sheds will also be erected and the company will handle feed, coal, tile, twine and other commodities in connection with its coal business. The store-room has been lined with galvanized iron to make it ratproof.

MINNEAPOLIS LETTER.

The A. J. Atkins Grain Co. has removed its offices to the Flour Exchange Bldg.—P. M.

The Millers Grain Co., of Wichita, Kan., has opened a branch office in this city. Membership in the Chamber of Commerce has been secured.

The Grain Shippers Ass'n held its dinner at the West Hotel Dec. 21. The diners were entertained by a quartet of Chamber of Commerce vocalists and some funny stories.

Willard T. Greeley has been admitted to membership in the Chamber of Commerce. The memberships of the following have been transferred: From H. F. Shepherdson to B. V. Loosemore; E. R. Pettit to H. A. Murphy. The membership of Geo. C. Van Dusen has been posted for transfer to Herbert E. Marshall.

The capacity of Elvtr. "T" will be increased to 1,800,000 bus. in the spring. The Cargill Elvtr. Co. has let contract for the erection of 20 additional concrete tanks, of 1,000,000 bus. capacity. The workhouse is now being overhauled and new machinery installed, so that the plant, when completed, will be up-to-date in every respect.

MISSOURI

Cowgill, Mo.—I have retired from the grain business.—O. McNew.

Higginsville, Mo.—We are building a 35x100 ft. one-story brick warehouse.—Eagle Mill & Elvtr. Co.

Lee's Summit, Mo.—Fire broke out Dec. 11 in the engine room at the elvtr. of the Lee's Summit Elvtr. & Grain Co. and was quickly extinguished. Loss, \$500; covered by insurance.

Joplin, Mo.—We expect to have our elvtr. in operation again about Jan. 15, with a storage capacity of about 15,000 bus. of bulk grain and 20 cars warehouse storage.—Hanna-Pate Grain Co.

KANSAS CITY LETTER.

B. A. Birmingham, member of the Board of Trade, is now with the W. H. Marshall Commission Co. as floor man.

The following nominations for directors of the Clearing House of the Board of Trade have been made: R. J. Thresher, C. W. Lonsdale, D. F. Plazzek, L. W. Bixler, N. F. Noland, G. W. Hinsin, H. J. Dittenbaugh and J. J. Walcott.

I have retired from the grain business, as I am nearly 87 years of age.—J. W. Bomgardner, of Bomgardner Grain Co.

Samuel L. Hardin, pres. of the Samuel L. Hardin Grain Co., contemplates removing to another climate on account of his failing health.

E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, has suggested to the Inspection Departments of Kansas and Missouri the desirability of loading grain into a public elvtr. of one state under a certificate of grade issued by the other state department, to avoid duplicate inspections, and the chiefs of both departments have informed him they favor such an amendment to the laws.

The nominating com'te of the Board of Trade announced the following nominations for the annual election to be held Jan. 2: For pres., G. S. Carkener, E. O. Bragg; for 2nd vice pres., L. A. Fuller, G. A. Moore; for directors, T. L. Cockle, John Fennelley, C. M. Hardenbergh, P. A. Murphy, H. T. Mulhall, L. P. Nellis, N. F. Noland, N. S. Shannon, J. N. Russell; for arbitration com'te, S. B. Gregg, S. P. Hinds, J. J. Hiddleston, J. J. Kraeth, W. H. Marshall, H. E. Poor. Of the selections for pres., Mr. Bragg withdrew in favor of Mr. Carkener.

ST. JOSEPH LETTER

H. S. Dunn has withdrawn from the firm of McKee, Lindsey & Dunn.

The following nominations have been made for officers of the Grain Exchange, to be elected Jan. 2: For pres., George W. Helm and F. R. Warrick, Sr.; for vice-pres., A. J. Brunswick and A. C. Muench; for directors (5 to be chosen), S. M. Bird, J. W. Craver, J. M. Flynn, M. F. Fogarty, J. W. Dailey, T. P. Gordon, S. A. Penney, F. M. Spees, S. T. Wildbahr and R. E. Hastings.

The storage capacity of the elvtrs. at this place will be increased to 3,000,000 or more bus. by the end of next year. The elvtr., to be erected in connection with the proposed 5,000-bbl. mill of the Larabee Flour Mills Co., will have a capacity of 500,000 bus. The capacity of the elvtr., owned by the Swift interests, will be increased from 500,000 bus. to 1,000,000 bus. Plans are being considered for enlarging the capacity of the C. G. W. Elvtr. to 400,000 or 500,000 bus., and to put it in working order.

As an evidence of the belief in the future of the St. Joseph Grain Exchange, it is interesting to record that the privilege of leasing the only 2 private offices on the new floor of the Corby-Forsee Bldg. were auctioned off by the Exchange this week for \$2,000 to the Geo. W. Helm Grain Co. This floor will contain the trading hall and officers' rooms of the Exchange, the grain inspectors' offices and the telegraf offices. Mr. Helm is a charter member of this Exchange and is a candidate for pres. for the coming year. The owners of the building have promised that the new quarters on the 14th floor will be ready for occupancy by Jan. 25 and a large force is working night and day to fulfill the promise.

ST. LOUIS LETTER

Arthur A. Holthaus has applied for membership in the Merchants Exchange.

The purchase and cancellation in 1917 of not to exceed 100 memberships at \$400 has been recommended by the directors of the Merchants Exchange.

The largest day in the history of the Grain Clearing House was Dec. 12, the clearings for that day amounting to considerably over 3,000,000 bus.

A resolution has been adopted by the directors of the Merchants Exchange, making the annual dues \$100 for 1917, which is an increase of \$60. The assessment this year was \$40.

The directors of the Merchants Exchange have raised the fee for transfer of memberships from \$25 to \$100. The increase was made in order to create a fund for redeeming memberships.

T. A. Bryant will sever his connection with the John Wahl Commission Co. Jan. 1 to take charge of the consignment dept. of the Pendleton Grain Co. He will specialize in fine milling wheat.

Arthur C. Petri, representative for Finley Barrell & Co., of Chicago, Ill., on the Merchants Exchange, after Jan. 1 will represent Bartlett Frazier Co. here. He represented this company for more than 20 years until 2 years ago. Mr. Petri's office will remain at 311 Merchants Exchange Bldg.

The following candidates have been named for the coming annual election of the Merchants Exchange: For pres., John O. Ballard; first vice-pres., Edward C. Andrews; 2nd vice-pres., Charles L. Neimeier; directors, Eugene C. Dreyer, representing the feed men; Trave Elmore, the cash grain men; Henry A. Diamant, outside interests; Dan Mullally, cash and speculative interests. Jacob Schreiner, retiring pres., by an unwritten law, will become a member of the board of directors.

MONTANA

Roy, Mont.—An elvtr. will be erected by the American Society of Equity.

Poplar, Mont.—The Poplar Elvtr. Co. will install a 2,000-bu. Richardson Automatic Scale.

Clydepark, Mont.—George W. Shellhamer, of Rock Creek, has bot the elvtr. of P. A. Schneekloth.

Huntley, Mont.—F. A. Cousins, of Billings, has bot the elvtr. of the Treasure State Grain & Seed Co.

Glasgow, Mont.—The recently incorporated Equity Co-operative Ass'n has completed its new elvtr. here.

Yegen sta. (Billings p. o.) Mont.—The Occident Elvtr. Co. has completed its elvtr. and I am agt.—W. Hamshaw.

Valier, Mont.—The Gallatin Valley Mfg. Co. is operating the elvtr., which it took over from the Farmers Elvtr. Co.—X.

Valler, Mont.—Work on the elvtr., under construction for the International Elvtr. Co., is being rushed to completion.

Raymond, Mont.—We are closing our elvtr. for the season on account of the light crops in this vicinity.—J. V. Pappenfus, mgr. Raymond Grain Co.

Toston, Mont.—The Farmers Elvtr. Co. contemplates the erection of an elvtr. in the spring.—W. A. Clark, mgr. Three Valleys Co-operative Ass'n, Three Forks.

Wilsall, Mont.—W. C. Goebel, successor to the W. T. Giese Grain Co., will enlarge the elvtr. to 25,000 bus. capacity and will make it up-to-date in every respect.—Farmers Exchange of Wilsall.

Winnett, Mont.—The Western Lumber & Grain Co., of Lewistown, has just finished a 25,000-bu. elvtr. at this point and placed G. W. Conrad in charge. Coal and lumber will be handled in connection.

Enid, Mont.—The Occident Elvtr. Co. has completed the elvtr. for which it let contract to C. E. Bird & Co. Coal, flour and feed will be handled in connection with the grain business.—C. R. Oliver, agt.

Lewistown, Mont.—The Quinn-Shepherdson Co., of Minneapolis, Minn., which has been operating a branch office in this city, has discontinued the service temporarily.—P. F. Brown, of P. F. Brown Co.

Lane, Mont.—The Montana & Dakota Elvtr. Co. is building a 35,000-bu. elvtr. at this station, which is 5 miles west of Enid. C. E. Bird & Co. have the contract.—C. R. Oliver, agt. Occident Elvtr. Co., Enid.

Lewistown, Mont.—Lake & Hammer, correspondents for Logan & Bryan, have opened a private wire office here for the purpose of serving the several grain firms of this city.—P. F. Brown, of P. F. Brown Co.

Lewistown, Mont.—The McCaull-Webster Elvtr. Co. has bot suit against 8 farmers living near Geraldine, to recover a total of \$4,000 for the alleged failure of the defendants to deliver wheat under contract.

Teigen, Mont.—The Western Lumber & Grain Co. has started the erection of a small elvtr. here. G. W. Conrad, of Winnett, is looking after the company's interests here and at Winnett. A full line of lumber and coal will be carried.

Richey, Mont.—We have our elvtr. under construction but the date of completion is uncertain. P. T. Baldwin is pres. and J. H. McQuistan, mgr. of our company. This station is located on an extension of the G. N. Ry., now being laid. It reached this point Nov. 27.—P. P. Lawrence, sec'y-treas. Farmers Elvtr. Co.

Fairfield, Mont.—This station has 3 new 35,000-bu. elvtrs., equipped with automatic dumps, manlifts, and hopper bottom bins, and operated by the Gallatin Valley Mfg. Co., with J. M. Baker as agt., Farmers Elvtr. Co., D. F. Davies, agt., and the Montana Elvtr. Co., with myself as agt. The elvtr. of the Montana Elvtr. Co. is an iron clad house, with a 200-bu. pit and 100-bu. hopper scale.—Geo. A. Thorne, agt. Montana Elvtr. Co.

NEBRASKA

Lorton, Neb.—The Farmers Union has bot the 12,000-bu. elvtr. of James Murray.

Eustis, Neb.—Plans are being made for the erection of another elvtr. at this point.

Garrison, Neb.—The Central Granaries Co. is repairing its elvtr. and building coal sheds.

Loretto, Neb.—Ray Canfield, of Stanton, is the new agt. of the Nye Schneider Fowler Co.

Lincoln, Neb.—The Ewart Grain Co. will place its new elvtr. in operation before Jan. 1.

Winside, Neb.—Fred G. Miller is the new mgr. of our company.—Farmers Union Elvtr. Co.

Linwood, Neb.—The Dawson Grain Co. has overhauled its elvtr. and installed new machinery.

Hampton, Neb.—Gus Eberhard has succeeded Harry Larson as mgr. of the Hampton Elvtr. Co.

Cornlea, Neb.—An addition has been erected to the elvtr. of the Crowell Lumber & Grain Co.

Sargent, Neb.—We have installed a new 6 h. p. kerosene engine.—Roy P. Leach, mgr., J. H. Currie.

Dannebrog, Neb.—Electric power has been installed in the elvtr. of the Farmers Grain & Supply Co.

Boelus, Neb.—Negotiations are under way for the purchase of the elvtr. of the T. B. Hord Grain Co.

Nora, Neb.—A wagon scale has been installed and a lumber shed erected by the Farmers Union Ass'n.

Dodge, Neb.—Emil Vitek has succeeded Jos. J. Karnik, who resigned as agt. of the Nye Schneider Fowler Co.

Lodgepole, Neb.—A. D. Nugent is the new mgr. of the Farmers Elvtr. Co., succeeding L. H. Hammett, resigned.

Broadwater, Neb.—Work is progressing on the elvtr. for which the Farmers Elvtr. Co. let contract to W. C. Bailey.

Smartville sta. (St. Mary p. o.) Neb.—The Wright-Leet Grain Co. has taken over the elvtr. of the Lincoln Grain Co.—X.

David City, Neb.—J. M. Rutt, formerly mgr. of the Farmers Elvtr. Co. at Garrison, has bot the Bell Elvtr. at this place.

Ord, Neb.—The Shotwell Mfg. Co., of Chicago, Ill., has built a popcorn elvtr., with capacity of 2,500,000 lbs. of popcorn.

Hampton, Neb.—Percy Youst, agt. of the Shannon Grain Co., was married recently to Miss Frances Howard, of Aurora.

Venango, Neb.—I am operating my recently acquired elvtr. under the name of the Spelts Bros. Grain Co.—John E. Spelts.

Doniphan, Neb.—The Doniphan Grain Co. has bot the elvtr. of the Scudder Grain Co. and will operate it in connection with its present house.—R. L. McMullin, mgr. Hall County Grain Co.

Roseland, Neb.—Thos. W. Jones, agt. of the Koehler-Twisdale Grain Co., was married Nov. 29 to Miss Helen Toedter, of Hastings.

Monroe, Neb.—Martin Nielson, formerly agt. of the T. B. Hord Grain Co. at Fullerton, has succeeded John Gibbon as agt. for the company here.

Morrill, Neb.—E. L. Light, formerly agt. of the Central Granaries Co. at Diller, has been promoted to take charge of the company's elvtr. here.

Paxton, Neb.—David & Wickstrom have engaged in the grain business. They have purchased a site and will start work on an elvtr. in the spring.

Humphrey, Neb.—The T. B. Hord Grain Co. has purchased a 1,500-bu. type registering Richardson Automatic Scale for its elvtr. at this place.

Diller, Neb.—A. L. Tinstman is temporarily in charge of the elvtr. of the Central Granaries Co., succeeding E. L. Light, who has been promoted.

Cozad, Neb.—Geo. S. Doty has resigned as mgr. of the Farmers Elvtr. Co. and is interested in a new 50-bbl mill, which is now ready for operation.

Lincoln, Neb.—James Ray, formerly asst. mgr. of the Shannon Grain Co. here, has accepted a similar position in the local office of Logan & Bryan.

Friend, Neb.—The elvtr. of I. N. Meyers has been remodeled. An electric motor, automatic scales, manlift and direct loading spout have been installed.

Belvidere, Neb.—H. E. McDonald is in charge of the elvtr. of J. Delaney during the absence of Joe West, who has gone to Savannah, Mo., for medical treatment.

Filley, Neb.—Raymond O. Andrew, mgr. of the Farmers Elvtr. Co. at Table Rock, will succeed L. E. Warner, who resigned as mgr. of the Farmers Elvtr. Co. here.

Fremont, Neb.—The elvtr. of the Nye Schneider Fowler Co. burned Dec. 19, entailing a total loss. Insurance on the grain, \$237,000; elvtr. and machinery, \$66,000.

Ord, Neb.—The Farmers Grain & Supply Co. has bot the property at North Loup, which it had been operating under lease, and will conduct it in connection with its elvtr. here.

Osceola, Neb.—The Farmers Grain Co. is erecting an elvtr. to replace the one which burned Oct. 30. The old foundation has been repaired to be used for the new building, work on which will be rushed to completion.

Wood River, Neb.—Fire Dec. 16 damaged the elvtr. of the Omaha Elvtr. Co., containing about 8,000 bus. of wheat. Estimated loss, \$10,000. The fire is believed to have been started by sparks from a passing locomotive.

Jansen, Neb.—The Jansen Equity Exchange will have its new 30,000-bu. elvtr., on the Rock Island, completed by Mar. 1. A large implement warehouse will be built in connection. The office and scale room will be in a detached building.

Phillips, Neb.—Reports are being circulated that the C. B. & Q. will move its tracks here and if it does the Farmers Elvtr. Co. is figuring on building another elvtr. as this would leave its elvtr. without railroad facilities.—E. G. Raymers, Marquette.

Lisao, Neb.—The recently completed up-to-date iron clad elvtr. of the Farmers Elvtr. Co. has a capacity of 10,000 bus., with concrete foundation. The full depth storage bins, dump bins and cleaning bin have concrete floors and are rat-proof. The equipment is modern in every respect, consisting of 5-ton wagon scale with compound beam, Richardson Automatic Scale and type registering beam, Hall Signalling Distributor, Barnard & Leas Warehouse Separator, 9-h. p. kerosene engine, rope drive, Success Manlift, all steel spouting at the head of the house, and gas pipe direct spout to the car. W. C. Bailey made the plans and had the complete contract for the job, which is in reality a one-man house.

Oshkosh, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of the Oshkosh Lumber Co. and is building an office and warehouse combined, 20x36 ft., completely iron clad, double floors, office finished in best of style. The company is installing a 5-ton wagon scale with compound beam and steel frame, and will remodel its elvtr., reversing the drive-in from the west to the east side and other changes, making a modern elvtr. when repairs are completed. W. C. Bailey has the contract.

Benkelman, Neb.—The Kellogg Grain Co. has been operating its new elvtr. for some time, which is a 17,000-bu. cribbed house and is a model of convenience. The building is iron clad, cornice, window and door casings all being completely covered with galvanized iron and all windows covered with galvanized hail screen, placed on neat frames and hinged at the top, secured at the bottom with screw eye and hook. The equipment consists of an 8 h. p. kerosene oil engine, 5-ton dump scale, 1,500-bu. per hour Richardson Automatic Scale with type registering beam, Hall Signalling Distributor, Barnard & Leas Warehouse Separator, Success Manlift, rope drive, strictly modern and up-to-date in every respect. W. C. Bailey had the complete contract.

OMAHA LETTER.

Prof. C. B. Lee, formerly of the University of Nebraska, has accepted a position with the Armour Grain Co., of Chicago, Ill.

The recently incorporated Farmers Terminal Elvtr. Co. will operate the 1,000,000-bu. terminal elvtr. at Council Bluffs, Ia., now under construction.

The Updike Grain Co. will pay a bonus of 10% of the year's salaries to all of the several thousand employees of its company and subsidiary firms thruout the middlewest. The money will be given as a Christmas gift, regardless of the length of the employees' service.

NEW ENGLAND

Richmond, Vt.—The walls have been completed for the elvtr., under construction at this point.

Rochester, N. H.—Freeman Corson has bot and taken possession of the grain business of W. K. Kimball.

New Bedford, Mass.—Ambrose Poiras, for many years in the grain business here, died Dec. 9, aged 66 years.

Collinsville, Conn.—The office of the Collinsville Grain Co. was entered recently but only an automobile spark plug was stolen.

Olneyville, R. I.—Bernard McTiernan, prop. of the Olneyville Hay & Grain Co., who had been critically ill for some time, died Dec. 3.

Portland, Me.—Ansel R. Doten, who established the Doten Grain Co. here, died this month, aged 75 years. He retired from business several years ago.

Fall River, Mass.—John Enwright & Sons will build an elvtr. at a cost of approximately \$7,500. It will be 40x40 ft. and 85 ft. high. A. W. McQuillan has the contract.

New Britain, Conn.—Hugh Reynolds sustained a loss of between \$8,000 and \$10,000 by a recent fire, which damaged his wholesale grain and feed plant. Only a small portion of the loss is covered by insurance.

St. Albans, Vt.—Wm. Peters, an employee of the St. Albans Grain Co., was slightly injured recently when in attempting to get some bags of grain from a tier the entire pile of 200, weighing about 100 lbs. each, was dislodged and he was buried underneath.

Taunton, Mass.—We have improved our present plant and have bot a site on the railroad track where we will have a siding accommodating 5 cars. We will build at once a storehouse, with 14,000 square ft. of floor space. Our capital stock will be increased from \$10,000 to \$20,000.—Stanley Wood Grain Co.

Thompsonville, Conn.—G. S. Phelps & Co. have succeeded H. K. Brainerd in the grain business at this place.—X.

BOSTON LETTER

P. J. Brittain has been appointed federal grain supervisor with offices in the Olliver Bldg.

A petition has been introduced to amend the by-laws of the Chamber of Commerce so as to establish new commission and brokerage rates on grain and feed.

Seth Catlin, chief grain inspector of the Chamber of Commerce, and his 4 deputies, have been given licenses as federal inspectors and will continue under the Chamber.

Boston, Mass.—A nominating com'te has been elected to select 5 members, who will be voted for as directors at the annual election next month. The board of directors consists of 15 members, 5 of whom retire each year.

A resolution has been adopted against the proposed abolishment of the so-called "hold and diversion privileges" which for years have been allowed on transit grain and feed, holding that the abolishment would be detrimental to the interests of both the grain trade and the railroads.

At the annual meeting Dec. 6 of the grain board of the Chamber of Commerce, the following were elected members of the executive com'te: Henry A. Bascom, George W. Collier, George W. Crampton, Rodney T. Hardy, William D. Fulton, Paul L. Hackel, William S. Leavitt, Edward MacLeod, A. I. Merigold, Charles A. Rache, Henry P. Smith and George B. Thompson. William D. Fulton was re-elected chairman and William S. Leavitt, vice-chairman.

NEW MEXICO

Clovis, N. M.—Having sold my interests in the elvtr. and mill business here I have removed to Amarillo, Tex.—Lester Stone.

NEW YORK

Brooklyn, N. Y.—The Brooklyn Hay & Grain Co. has been dissolved.

Lima, N. Y.—The Skehan Grain Co. has built an 8,000-bu. wheat storage tank at its warehouse.

Pleasantville, N. Y.—Winfield S. Lane, of Lane, Eaton & Smith, grain and feed dealers, died recently.

Albany, N. Y.—The report that the firm of H. A. Cade incorporated at this point is incorrect.—Francis M. Hugo, sec'y. of state.

Troy, N. Y.—Swain Bros., incorporated to deal in grain and hay; capital stock, \$10,000; incorporators, Emma Swain, Edward W. Decker and Frederick C. Claesens.

Vernon, N. Y.—J. J. Bartholomew & Son incorporated to do a grain and milling business; capital stock, \$60,000; incorporators, Jas. J. Bartholomew, Mary H. H. Bartholomew and Wm. Van H. Bartholomew.

BUFFALO LETTER.

O. A. Bruso, for several years associated with the grain commission business here, is now connected with the local office of E. W. Wagner & Co.

Richard S. Patterson, of Wilkes-Barre, Pa., whose allegation of conspiracy brot him a \$2,000 judgment for damages against several members of the Corn Exchange, has lost on appeal to the U. S. Circuit Court, which held there was no direct evidence of conspiracy.

The Armour Grain Co., of Chicago, Ill., has bot the 175,000-bu. Lake Shore Transfer Elvtr. "B" and other property from the Buffalo Cereal Co., and is now operating it under the same name. The mill has a capacity of 500 bbls. rolled oats, 6,500 bus. high grade white corn goods, 25 carloads of feed and 100 lbs. of granulated meal. Molasses feed and corn oil extraction plants are also included in the property.

A dividend of 5% has been declared by unsecured creditors of the bankrupt Alder-Stofer Grain Co., Inc., of which Thomas Stofer was pres. Cyrus C. Lewis, trustee, in his final report states only \$1,393 was realized from the sale of assets, which included a membership in the Corn Exchange.

The Central Elvtr. Corporation has filed plans for a 2,500,000-bu. concrete elvtr., which calls for an outlay of \$475,000. The piling has been done for the concrete foundation, which will be finished during the winter. This elvtr. will be an annex to the 2,000,000-bu. structure now operated by the Eastern Grain, Mill & Elvtr. Corporation, of which Nisbet Grammer is pres.

NEW YORK LETTER.

Eureka Grain Co. incorporated; capital stock, \$1,000; incorporators, A. H. Douglas, Wm. H. Schoonmaker and Stephen K. Fox.

Robert T. Crossen and Roy L. Ellerton have been suspended from the Produce Exchange on account of being unable to meet commercial obligations.

Charles Anhalt, associated with Harry G. Gere & Co., Inc., for 5 years, has severed his connection and gone with E. G. Porter, dealer in grain and hay.

Charles T. Mallette, who formerly represented A. O. Slaughter & Co. on the floor of the Produce Exchange, is now representing Simons, Day & Co., Chicago, Ill., at this place.

NORTH DAKOTA

Stanton, N. D.—The Farmers Elvtr. Co. has leased the Russell Elvtr.

Oberon, N. D.—The elvtr. of the Monarch Elvtr. Co. burned recently.

Hope, N. D.—The Hope Grain Co. has installed a cockle machine in its elvtr.

Adams, N. D.—I am now agt. of the Minnesota Elvtr. Co.—A. A. Myrand.

Beulah, N. D.—The elvtr. of the Powers Elvtr. Co. has been slightly damaged by fire.

Fryburg, N. D.—The Fryburg Grain & Trading Co. has installed a roller mill in its elvtr.

Ryder, N. D.—A new gasoline engine has been installed in the elvtr. of the Ryder Independent Grain Co.

Donnybrook, N. D.—I am closing my elvtr. for the season.—J. H. Lynch, of J. H. Lynch Elvtr. Co.

Ross, N. D.—I have removed from this place to Wendell, Minn.—A. Grinder, formerly agt. St. Anthony & Dakota Elvtr. Co.

Dunn Center, N. D.—A new gas engine has been installed in the elvtr. of the Equity Elvtr. Co., which now has 2 engines.

Appam sta. (no p. o.) N. D.—The Farmers Elvtr. Co. has been organized and the money raised for the erection of an elvtr. here.

Barlow, N. D.—Barlow Grain & Live Stock Exchange incorporated; capital stock, \$15,000; incorporators, George G. Schmid, Erwin Forbes, and others.

Bismarck, N. D.—The state railroad and warehouse commission intends to go to Washington to consult with the Dept. of Agriculture on a question regarding the grain trade.

Fargo, N. D.—The 6th annual meeting of the Farmers Grain Dealers Ass'n of North Dakota will be held in this city Feb. 27 and 28, and Mar. 1. The program is being prepared.

Carson, N. D.—I am now mgr. of the grain dept. of the elvtrs. owned by the Western Improvements Co. here and at Odessa.—James Bartron, formerly mgr. Farmers Elvtr. Co., Leeds.

Hamburg, N. D.—H. C. Scheer & Son have bot and taken possession of the elvtr. of the Regan & Lyness Elvtr. Co., which is comparatively new and has a capacity of about 35,000 bus. Arthur Scheer is mgr.

Hickson, N. D.—I am no longer agt. of the Baldwin Elvtr. Co. here, having been transferred to Browns Valley, Minn. to take charge of the Browns Valley Flouring Mills, recently purchased by Dwight M. Baldwin, Jr.—R. U. Heath.

Plaza, N. D.—The Plaza Equity Elvtr. Co. has been organized, with a capital stock of \$20,000. The company has a 40,000-bu. elvtr. built this fall and has also taken over the elvtr. and business of the Farmers Elvtr. Co.—H. H. Westlie, mgr.

Milroy sta. (Bantry p. o.), N. D.—The elvtr. of the Imperial Elvtr. Co., containing several thousand bus. of grain, burned Dec. 11. A car, loaded with oats, was also destroyed. The fire started in the cupola, presumably from a hot box in the machinery.

Bismarck, N. D.—The Equity Co-operative Mfg. Ass'n of North Dakota incorporated to buy and sell grain, erect elvtrs. and mills and do a general elvtr. and milling business; capital stock, \$250,000; incorporators, E. A. Jormander, of Fairmount, W. T. Johnson, of Fairmount, and C. J. Lee, A. M. Baker and Hans J. Peterson, of Fargo.

Edinburg, N. D.—The 50,000-bu. elvtr. of the Farmers Elvtr. Co. burned Dec. 11, together with 24,481 bus. of grain. The fire started in the cupola. There was \$31,000 insurance carried on the grain and \$6,000 on the elvtr., which was valued at \$10,000. The company has bot the elvtr. of the Imperial Elvtr. Co. and will take possession as soon as the contents can be removed.

Bismarck, N. D.—For the purpose of studying results obtained by Canadian public ownership of terminal elvtrs., O. P. N. Anderson, W. H. Stutsman and W. H. Mann, members of the state railroad and warehouse commission, visited Winnipeg, Man., and Port Arthur, Ont., to obtain information on which to base a report to the state legislature, which will be in session Jan. 2. This investigation is made under an act of the last state legislature, which received its approval at the hands of the electorate in the recent election. The act was up by reason of a referendum.

Carrington, N. D.—The state railroad commission in its statutory session here Dec. 5 determined the plan to be pursued in making the investigation of terminal elvtrs., imposed upon the board thru the recent adoption by the state directorate of an amendment to the terminal elvtr. mill tax act. This act makes it the duty of the railroad commissioners to investigate the matter of location, cost of building and obtaining sites, and to submit a general plan for the building and equipment of a terminal elvtr. or elvtrs., with methods and rules for the operation of the same, to the legislative assembly, in case the commission shall deem the project feasible and practicable. A fund of \$2,000 is made available for this purpose. The investigation no doubt will necessitate a journey to Canada for the purpose of determining the practice adopted there in connection with terminal elvtrs. and may involve the drawing up of extensive plans and specifications, all of which must be done in less than one month's time.

OHIO

Lilly Chapel, O.—X. Farrar and F. J. Wood will build an elvtr. in the spring.

Savannah, O.—Willard Sprott is operating an elvtr. at this point under lease.

Sidney, O.—The Miami Valley Grain Co. will install a Boss Cracked Corn Grader.

Perrysburg, O.—The Perrysburg Grain & Seed Co. has increased its capital stock to \$40,000.

Columbus, O.—G. A. Payne & Co. have removed their offices to the Douglas Bldg.—P. M.

New Lexington, O.—The report that the farmers were building an elvtr. here is incorrect.—X.

Canal Winchester, O.—Arthur A. Chaney, retired grain dealer, died recently, aged 52 years.

South Vienna, O.—Harttrauf & Tanner have dissolved their partnership in the grain business here.

Sidney, O.—W. H. Perrine & Co. have opened a branch office in the Young Bldg. with H. W. Wise as mgr.

Richwood, O.—H. H. Gill has resigned as mgr. of the Richwood Grain Co. and is now a machinery salesman.

Columbus, O.—John F. Courcier, former sec'y of the Grain Dealers National Ass'n, is critically ill in a hospital in this city.

Roselms sta. (Grover Hill p. o.) O.—I have sold my elvtr. at this station to M. B. Linderman.—L. C. Allinger, Delphos.

Stony Ridge, O.—Elliott & Beasley will install a short leg to get their power loader from scales and will make alterations in their wagon dump.

Camden, O.—John U. Shanks, pres. of the Farmers Grain & Supply Co., has succeeded Leroy Hunter, who resigned as mgr. to go to Youngstown.

Columbus, O.—The plant of the Buckeye Grain & Mfg. Co. burned Dec. 15, entailing a loss of \$40,000. Thousands of bus. of grain were destroyed. The loss is partly covered by insurance.

Florence sta. (London p. o.), O.—We have purchased and taken possession of the elvtr. and grain and seed business here, formerly owned by Gordin & Jordan.—Farrar & Watts, London.

Lancaster, O.—Ed Turner, of Bremen, Jay Shaw, of this city, and Clay Shaw, of Rushville, have purchased a large brick building and will remodel it into an elvtr. A mill will be built in connection.

CINCINNATI LETTER.

The annual election of officers of the Chamber of Commerce will be held Jan. 10.

A nominating com'tee will be elected to select candidates for the annual election of the Chamber of Commerce to be held next month.

Earl F. Skidmore, treas. of the Brouse-Skidmore Grain Co., R. H. Rasch and Walter J. Buhrman, of the Fenger Grain Co., have applied for membership in the Chamber of Commerce and Grain & Hay Exchange.

Arrangements are being made by Henry M. Brouse and A. Braun for the annual dinner and entertainment for the grain trade in celebration of the close of the year. Many novel features will be presented this year.

TOLEDO LETTER.

Thomas Gassaway, 27 years of age, son of A. A. Gassaway, sec'y of the Produce Exchange, died recently, following an operation.

R. T. Miles, who has been chief grain inspector of the Board of Trade at Galveston, has been appointed federal grain supervisor here, with offices in the Second National Bank Bldg.

A branch office will be established here by A. O. Slaughter & Co., of Chicago, Ill., to take over the business of Finley Barrell & Co. at this place. Martin W. Murphy, who has been mgr. for this company, will be in charge of the new office.

OKLAHOMA

Jenks, Okla.—No grain elvtrs. are located at this point.—X.

Oklahoma City, Okla.—Mr. Munn has been appointed federal grain supervisor at this point.

Yukon, Okla.—J. H. Nelson, of the Yukon Mill & Grain Co., died recently at Arcadia, Fla.

Watonga, Okla.—The Farmers Mill & Elvtr. Co. has been organized by E. W. Violet and others.

Hobart, Okla.—Frank Nelson, who came here from Clinton to be mgr. of the Chalfant Nelson Grain Co., has purchased the company's elvtr., near the Rock Island depot, and will continue in the grain business on his own account.

Hillsdale, Okla.—The Guthrie Mill & Elvtr. Co., of Guthrie, has installed a 1,000-bu. type registering Richardson Automatic Scale in its elvtr. here.

South Coffeyville, Okla.—We contemplate installing a mill to grind wheat into flour or corn into meal. Mr. Jameson has removed his residence to Coffeyville, Kan.—Jameson Elvtr. Co.

Oklahoma City, Okla.—A permanent road system in Oklahoma county, to be built with a \$1,225,000 bond issue, is the gigantic good roads plan being considered by the various county and city officials. Several eastern counties have recently voted road bonds, Okmulgee county being last, with an \$800,000 issue.

OREGON

Maupin, Ore.—The Farmers Union Elvtr. Co. has its new 100,000-bu. elvtr. filled to capacity.

Boyd, Ore.—The Boyd Union Elvtr. Co. has placed its recently completed 100,000-bu. elvtr. in operation.

Rice sta. (Boyd p. o.), Ore.—The Farmers Union Elvtr. Co. is operating its recently completed 50,000-bu. elvtr.

Emerson sta. (Wrentham p. o.), Ore.—A 5,000-bu. loading elvtr. has been placed in operation by the Farmers Union Elvtr. Co.

Enterprise, Ore.—The Enterprise Grain Co., owned by L. W. Riley and his son, Chester A., is building a new grain warehouse.

Briedwell sta. (McMinnville p. o.), Ore.—We are compelled to increase our storage capacity here and will build a 30,000-bu. up-to-date elvtr. and seed house.—E. H. Hanson, McMinnville.

Corvallis, Ore.—Preparations are now being made for the first annual Northwest Grain Convention, which will be held at the Oregon Agricultural College Jan. 3 to 5. The chief purpose will be to promote bulk handling of grain instead of the present system of sack handling at Pacific Northwest points. The following will present the views of manufacturers of wheat products on the proposed bulk system of handling: D. A. Patullo, of Balfour, Guthrie & Co., of Portland; E. O. McCoy, head of the Wasco Warehouse & Mfg. Co., of The Dalles; and E. E. Kiddle, of the Island City Mfg. Co., of Island City. L. M. Jeffries, of the U. S. Bureau of Grain Standards, and R. D. Jarboe, state grain inspector of Washington, will talk on the result of their studies of these problems. During the conference a wheat show, exhibiting many varieties, will be staged.

PENNSYLVANIA

Philadelphia, Pa.—Marshall A. Ford has been admitted to membership in the Commercial Exchange.

Philadelphia, Pa.—Notice has been given by the Pennsylvania Railroad Co. that on and after Dec. 13, orders for shipments of grain to vessels or cars at the Girard Joint Elvtr., could not be accepted if bearing the notation "as inspection directs" which is said to mean that the owners of grain must take the responsibility of ordering them out.

Philadelphia, Pa.—Capt. John O. Foering, for 39 years chief grain inspector of the Commercial Exchange, Philip Vert, deputy for 38 years, Alexander Downing, chief deputy, John Lynn, Richard Cleary, Chas. Cooper, Edwin Kennedy, Wm. Lynn, Jos. Downing and Chas. W. Kolb, ass't deputies, have received licenses from the Dept. of Agriculture to inspect corn.

SOUTH DAKOTA

Freeman, S. D.—M. K. Hofer intends to erect a concrete elvtr. in the spring.

Wakonda, S. D.—We have installed a loading spout, 7-h. p. kerosene engine and an automatic scale.—A. J. Macy, mgr. Farmers Elvtr. Co.

White, S. D.—E. T. Alguire was badly burned when his automobile caught fire recently.

Letcher, S. D.—We have built a 24x34-ft. addition to our elvtr. and have installed roller feed mills for custom and cornmeal grinding.—Farmers Elvtr. Co.

Richmond sta. (Aberdeen p. o.), S. D.—The elvtr. at this station will not be closed this year, as considerable grain still remains to be moved. F. B. Johnson, who is mgr., will handle groceries as a side line.

Wessington, S. D.—The Commercial Club has leased the elvtr. of the Farmers Elvtr. Co. until July 1, 1917. Leslie Miller, formerly agt. of the Columbia Elvtr. Co. at Bonilla, will take charge as soon as an invoice is taken.

Westport, S. D.—The Electric Mfg. & Grain Co. has practically closed the deal for the purchase of an elvtr. here. The company will erect a large flour mill, with up-to-date feed grinding equipment. The electric light plant has been purchased.

Morristown, S. D.—We have improved our elvtr. to the extent of \$3,500. A feed mill, 18-h. p. Lauson Engine, additional leg, oil control dump, loading spout, coal scale and other improvements have been installed.—A. K. Moehn, mgr., Morristown Equity Exchange.

SOUTHEAST

Monroe, N. C.—An elvtr. will be erected by Winchester & Futch.

Jacksonville, Fla.—The erection of an elvtr. here is being discussed.

Richmond, Va.—Rudd Bros. have been admitted to membership in the Grain Exchange.

Fairmont, W. Va.—The recently incorporated Fairmont Grain & Mfg. Co. has taken over the grain establishment of the Miller-Clark Grain Co.

Birmingham, Ala.—The Birmingham Grain Exchange is establishing a traffic bureau, which will fight the Alabama Public Service Commission in the matter of the grain rate case.

TEXAS

Brownwood, Tex.—The Brownwood Mill & Elvtr. Co. has been dissolved.

Rogers, Tex.—The Rogers Grain Co. has installed a sheller and a grist and chop mill.

San Angelo, Tex.—The Easton Grain Co. has built a 20x30 ft. brick office south of its elvtr.

Sweetwater, Tex.—We do not operate an elvtr. at present.—Sweetwater Seed & Grain Co.

San Antonio, Tex.—The Guenther Mfg. Co. has built a 6-story reinforced concrete mill, at a cost of \$22,000.

Stratford, Tex.—Fire recently damaged the elvtr. of H. Altringer to the extent of \$500, and the stock \$4,000.

Ralls, Tex.—Work is progressing on the 17,000-bu. elvtr. under construction for the Townsend Grain Co., of Happy. The White Star Co. has the contract.

McKinney, Tex.—The 300 employees of the Collin County Mill & Elvtr. Co. are being given a handsome bonus for Christmas, on account of the high cost of living.

Grapevine, Tex.—The stockholders of the Farmers & Merchants Mfg. Co., operating an elvtr. and mill, have asked that a receiver be appointed, to sell the plant, which has been closed for some time, and divide the proceeds among the stockholders.

Sherman, Tex.—A concrete elvtr. will be built here by stockholders of the Celina Mill & Elvtr. Co., whose elvtr. at Celina burned. The new house will have a capacity of from 300,000 to 500,000 bus. G. B. R. Smith is pres., I. R. Bobbitt and D. B. Fielder, vice-pres., D. Waldo, sec'y., J. E. Onsey, treas., and B. F. Smith, mgr. No name has been selected as yet. It will be a public elvtr.—G. B. R. Smith Mfg. Co.

New Braunfels, Tex.—Contract has been let by the H. Dittlinger Roller Mills Co. for a 300,000-bu. reinforced concrete elvtr. to the Macdonald Engineering Co. It will be erected near the company's roller mills and will be equipped with up-to-date machinery.

Galveston, Tex.—H. A. Wickstrom, who has been with the Board of Trade for the past 4 years, in the capacity of ass't chief grain inspector, has been appointed chief grain inspector, to succeed R. T. Miles, who leaves here to accept a position as federal grain supervisor.—W. C. Budd.

Ft. Worth, Tex.—G. C. Mountcastle, of the Mountcastle-Merrill Grain Co., who already received judgment against the railroad company, has been given judgment for \$15,400 against the Fidelity & Casualty Insurance Co. on an accident policy. He was injured 2 years ago when he fell over a stool in the aisle of a Pullman car.

Ft. Worth, Tex.—H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n and E. P. Byars, traffic mgr. of the Ft. Worth freight bureau, returned Dec. 14 from their appearance before the Interstate Commerce Commission at Washington, much encouraged to believe the Commission would reopen the Shreveport rate case and withdraw tariff 2-B. If the Commission permits the discrimination against Texas shippers to continue Mr. Byars contemplates a petition to the federal court removing the injunction under which the Texas Railroads nullify the orders of the Texas State Railroad Commission.

WASHINGTON

Seattle, Wash.—The Seattle Hay & Grain Co. incorporated; capital stock, \$10,000; incorporators, F. J. McKeown and others.

Seattle, Wash.—Benjamin F. Shields, vice-pres. of the Spokane Grain Co., was married this month to Mrs. Mary B. Godman.

Mansfield, Wash.—The 60,000-bu. elvtr. erected by E. L. Olwell has been completed and placed in operation. C. O. Allen has taken charge.

Neppel, Wash.—The grain and produce warehouse owned by Macdonald, Hale & Co. has been completely destroyed by fire. The loss is covered by insurance.

Canyon, Wash.—A private elvtr. is being erected here, on the gravity system. The building, which has 4 bins, is 80 ft. long, 16 ft. wide and 32 ft. high. It will be owned and operated by W. E. Chapman.—H. D. MacKenzie.

Spokane, Wash.—Five hundred exhibits of western corn and five exhibits from the Middle West were on display at the corn show recently held in the lobby of the Exchange National Bank. E. E. Starkey of Prosser raised as high as 100 bus. of yellow dent to the acre. The fact that many thousands of acres in Washington, Idaho, Oregon and Montana are growing good corn speaks well for the industry in the Northwest.

Sprague, Wash.—The state supreme court has affirmed the decision of the superior court of Whitman County in the case of Wallace versus Babcock, a case arising out of a contract for wheat sold for future delivery. In July, 1914, R. W. Wallace purchased 10,000 bus. of wheat from F. B. Babcock. They entered into a written contract, but no money was paid. At the time of delivery in September Babcock offered to deliver the wheat, but refused to take a check in payment. Wallace at once instituted an action for damages for breach of contract, and Babcock defended on the grounds that the contract was not valid because no money had been paid on the purchase price, and that a check is not legal tender. The trial court rendered a judgment of \$2,000 in favor of Mr. Wallace. This judgment affirmed determines that a written contract for the sale of wheat is good, even tho no money is paid on the purchase price, and that while a check is not legal tender, the payee may waive the right to demand money.

WISCONSIN

Dodge, Wis.—We have sold our elvtr. at this point.—Cargill Grain Co., Milwaukee.

Darlington, Wis.—Patrick O'Connor is building a feed mill and will install a grain elvtr.

Rochester, Wis.—We have sold our elvtr. at this station.—Cargill Grain Co., Milwaukee.

Boyd, Wis.—The Boyd Produce Co. has established a flour mill in connection with its elvtr.

Osceola, Wis.—We have not sold our elvtr. as was recently reported.—Osceola Mill & Elvtr. Co.

Superior, Wis.—Andrew Danielson, a workman employed in the Great Northern Elvtr. "S," was fatally injured while at work.

Green Bay, Wis.—Fred DeBroux, who has been mgr. of the elvtr. of the Cargill Grain Co. at this point, has been granted the privilege of purchasing it, according to report.

Green Bay, Wis.—After smoldering since Aug. 27, the fire which destroyed the elvtr. of the Cargill Elvtr. Co. again broke out afresh recently. The blaze had worked in under the docks, near the water line, and for a time threatened the dock.

New Richmond, Wis.—The New Richmond Roller Mills Co. has let contract for plans of construction of a 500-bbl. flour mill building and warehouse, of slow burning construction, and for a 200,000-bu. reinforced concrete head house and reinforced concrete storage bins, to R. H. Folwell.

MILWAUKEE LETTER.

Conrad C. Kamm, of the P. C. Kamm Co., was married Dec. 2 to Miss Norma M. Bauch.

Walter L. Kassuba, member of the Chamber of Commerce, died suddenly on Dec. 22.

Smith, Parry & Co. have removed from the Chamber of Commerce Bldg. to 36th and Lincoln Ave.—P. M.

We expect to discontinue the operation of our elvtrs. at Luxembour, Independence and Stewartville.—Cargill Grain Co.

The Holmes-Frost Co., commission grain agts., incorporated; capital stock, \$5,000; incorporators, Albert W. Holmes, Frank S. Frost and Ray Koppelman.

H. J. Besley has opened the federal supervision office at 513 Wells Bldg., and will perform the services of supervisor.—H. A. Plumb, sec'y, Chamber of Commerce.

Alfred Ballantine, member of the Chamber of Commerce, and formerly mgr. of the Clearing House, who a year ago became identified with the Mohr-Holstein Co., died suddenly Dec. 22.

The building com'te of the Chamber of Commerce will select a site on the east side of the Milwaukee River, near the main postoffice and banks, for the new exchange building, which will cost more than \$750,000.

The weight on other commodities, which are unchanged, are: Flax, 800 bus.; grain screenings, 40,000 lbs.; shorts and middlings in bulk, 40,000 lbs.; bran, in bulk, 30,000 lbs.; bran, in sacks, 35,000 lbs.; timothy, clover, millet and hungarian seed, 36,000 lbs.

Charles Solberg, of Minneapolis, Minn., Peter W. Wolf, Richfield, and George Schellar, of this city, have been admitted to membership in the Chamber of Commerce. The following memberships have been transferred: Geo. H. Cheyne, Herman Reel, M. B. Helmer and the estate of August Schmidt.

The Chamber of Commerce rules governing the size of a carload of grain were amended by ballot of the members on Nov. 29, and now provide that in buying or selling by the carload, it shall be the rule, unless otherwise specified, that a carload shall be: Wheat, 1,100 bus.; corn, 1,100 bus.; oats, 1,800 bus.; barley, 1,250 bus., and rye, 1,100 bus.

The Chamber of Commerce will not hold its annual New Year's minstrel show but will use the money, usually spent for this purpose, to provide the families of needy tuberculosis patients with Christmas baskets. The members have collected about \$500 for this cause.

A car of barley was unloaded by the Armour Mill on Nov. 3, containing 110,740 lbs., or 2,307 bus. 4 lbs. The barley was consigned to the Buerger Commission Co., and the car also contained 2,800 lbs. of rye, the total weight of the grain unloaded being 113,540 lbs.

An amendment was adopted by ballot of the membership on Nov. 29, which furnishes the answer, viz: "ten calendar days." The 2nd paragraph of Section 12 of Rule 11 was amended to read: "In making contracts, a specific number of days (meaning calendar days) in which to make shipment, shall be stipulated, and shall be reckoned from the day after shipping instructions are received by the seller."

Denver Loses Export Rate Case.

The complaint by the Denver Grain Exchange against the proposed increased rates on wheat, oats, rye and flour from certain points in Wyoming and Colorado to Galveston, Tex., and other gulf ports for export has been dismissed by the Interstate Commerce Commission in a decision establishing the advance as proper and vacating the order under which the tariffs had been suspended.

John B. Daish and C. H. Haines were attorneys for the Denver Exchange.

It is proposed to make three groups of two by splitting the southern group into two parts, leaving the export rate 30.7 cents at points south of Trinidad, Colo., and increasing to 36.2 cents the export rate from Trinidad and points north thereof, to and including Denver. From points in the group north of Denver the present export rate is 35.7 cents and the proposed rate 41.2 cents.

The domestic rates on wheat from this producing territory to Texas points are much higher than the export rates. From Denver, Colorado Springs, Pueblo, and Trinidad, for example, the domestic rate to the Texas group in which Galveston is located is 48 cents as compared with the present export rate of 30.7 cents, while from points north of Denver the domestic rate is 53 cents and the export rate 35.7 cents.

Commissioner Daniels said: The first point made by the respondents in the case now before us is that the domestic rates to Galveston from the producing territory here involved greatly exceed the export rates. From Pueblo, Colo., for example, which is considered a representative point in the southern group, the present domestic and export rates are 48 cents and 30.7 cents, respectively, a spread of 17.3 cents. The same difference exists in the rates from the northern group, both the domestic and export rates from that group being uniformly 5 cents higher than the corresponding rates from the southern group. This spread between the domestic and export rates exceeds by 7.3 cents the difference between the domestic and export rates established by the Commission from Wichita to Galveston in the Kansas Case; and the domestic rates from numerous Kansas points on the Santa Fe, the Rock Island, and the Missouri, Kansas & Texas are shown to exceed the export rates by approximately 10 cents per 100 pounds. If the proposed increases are permitted the difference between the domestic and export rates from typical points on the Colorado & Southern will be narrowed to an average of 11.8 cents.

The respondents show that the export rates were not established because they were considered reasonable for the service performed, but because it was deemed advisable to assist the Colorado farmers in disposing of their durum or macaroni wheat, for which they were unable to find a domestic market.

The protestants contend that the proposed rates are so high as to be prohibitive. They have prepared a number of exhibits which show that the proposed export rates

from Colorado points are higher than the corresponding rates from points in Kansas and Nebraska for similar distances, and that they are much higher than the export rates to the Gulf ports from Kansas City, St. Louis, Mo., and Minneapolis, Minn. It is further shown that the earnings per car-mile from Colorado points under the rates proposed exceed the car-mile earnings from Kansas points. From Pueblo, a typical point of origin in Colorado, 1,007 miles from Galveston, the proposed export rate of 36.2 cents would yield a revenue of 27.9 cents per loaded car-mile, assuming the average loading to be 77,632 pounds per car, while from Superior, Neb., 999 miles, the rate of 31.2 cents yields an earning of 24.2 cents per loaded car-mile.

The protestants also direct our attention to the fact that all of the class rates and most of the commodity rates from Denver to Texas common points are the same as those from St. Louis. The export wheat rate from St. Louis to Galveston is 24.2 cents, which is considerably lower than the present export wheat rate from Denver to Galveston. From this comparison the protestants draw the inference that the export rate from Colorado should be reduced rather than increased. In view of the fact, however, that the grain rates from the Mississippi River crossings to the Gulf ports are the result of the severe competition which is referred to in the Kansas Case, and since the same competitive conditions are not shown to exist in Colorado, it is clear that the rates from St. Louis should not be used to gauge the reasonableness of the rates here in issue.

That the arguments of the able attorneys of the Denver Exchange were not without effect is shown by Commissioner Hall giving a dissenting opinion.

Paul Larson, Chief Inspector at Sioux City.

The acceptance by so many trained inspectors of positions with the federal government as supervisors has made many vacancies in the grain inspection departments of the exchanges and boards of trade.

At Sioux City, Ia., the position of chief grain inspector and weighmaster has been acceptably filled by the Board of Trade naming Paul Larson, whose portrait is given herewith, as the successor of H. H. Gear.

Mr. Larson has been connected with the grain business in different capacities for the past 20 years thruout the Northwest, having started in as a boy 16 years of age.



Paul Larson, Sioux City, Ia.
Chief Grain Inspector.

Grain Carriers

ADVANCED DEMURRAGE charges went into effect in Wisconsin Dec. 18.

THE M. & St. L., which is one of the smaller lines, recently placed an order for 1,000 box cars.

ABOUT 80 VESSELS loaded with grain will winter at Buffalo, which is a score less than last season.

UNDER THE SHIP REGISTRY ACT of Aug. 18, 1914, 201 vessels aggregating 650,288 tons have been admitted to American registry.

GRAIN SHIPPERS on the Winnipeg Board of Trade have consented to an increase in the demurrage charges after 72 hours free time.

FOR LOSS OF GRAIN in transit the Goehner Elevator Co., of Goehner, Neb., recently recovered judgment against the C. & N. W. Ry Co. for \$650.

REPRESENTATIVE KITCHEN, Democratic leader of the House of Representatives, predicts no embargo on foodstuffs after a thoro canvass of the House.

THE ANNUAL MEETING of the Millers National Federation the latter part of May will be held in the Ozark Mountains of Missouri at Camp Hollister.

DEMURRAGE of \$5,000 for holding the grain cargo at Buffalo for five days is claimed by the steamer Belgium in a suit filed Dec. 8 by the Great Lakes Steamship Co.

SUSPENSION to Apr. 9 of the 1 cent per 100 lbs. increase in the rate on wheat from Kansas to 79 Oklahoma points has been ordered by the Interstate Commerce Commission.

THE COMMISSION has assigned for hearing Jan. 19 at St. Louis before Examiner Gerry the case under investigation involving grain rates to Arkansas stations.—P.

THE ILLINOIS PUBLIC UTILITIES COMMISSION has authorized the carriers to make the advanced demurrage charges effective on intrastate traffic charges effective Dec. 21.

A CAR LOADED with shelled corn at Rich Point, Ia., by the Bowles-Billings Kessler Grain Co. leaked 200 bus. by the time it reached Corwith, the leak being due to switching or rough handling.

PERMISSION to build 40 miles of line between Monroe City, Mo., and Moberly, and 36 miles from Mexico to Moberly has been requested of the Public Service Commission by the C., B. & Q.

GRAIN RATES from Oklahoma over the Frisco to Little Rock, Ark., via the Rock Island will continue until June 13 on the present basis, the cancellation having been again suspended by the Interstate Commission.

GREAT QUANTITIES of grain are being stolen from cars on the way from Montana and western North Dakota to Minneapolis according to reports received at the local offices of the Great Northern at Minot, N. D.

TWO GRAIN HEARINGS have been scheduled for Chicago. Investigation and suspension docket, export grain to Newport News, Va., Jan. 13 at the Federal Building, before Examiner Spethman. Investigation and suspension docket, minimum weights on grain No. 2, Jan. 20 at the Federal Building, before Examiner Disque.

AN ICE BREAKING SERVICE for Canadian lake ports is being organized by Col. W. P. Anderson, chief engineer of the Dominion Marine Dept. The ice will be broken for any grain-laden boats arriving at Midland, Ont.

THE COMMISSION has suspended to March 20 changes in tariffs of the Mo. Pac. and St. Louis, Iron Mountain & Southern Ry., for new minimum weights on grain, which were scheduled to go into effect Dec. 10.—P.

CLIFFORD THORNE has resigned from the Iowa Railroad Commission to become special counsel for the National Live Stock Shippers Protective Ass'n and the Corn Belt Meat Producers Ass'n with headquarters at Chicago.

THE INTERSTATE COMMISSION has authorized the C. R. I. & P. to maintain rates for grain between St. Louis, East St. Louis, to Jacksonport, Newport, Searcy, Higginson and Dedrick, Ark., the same as are in effect via the more direct line.—P.

TRANSIT PRIVILEGES at St. Louis will be granted by the C., B. & Q., effective Dec. 26 at the thru rate without extra charge on wheat from Oregon, Washington and Idaho to New Orleans, whether milled or re-shipped, export or domestic.

PANAMA CANAL traffic during October was surpassed by only three months since the opening Aug. 15, 1914. The cargoes carried thru the canal during the month aggregated 647,893 tons. In the 6 months from May 1 to Nov. 1 856 ships passed thru the canal.

THE OMAHA GRAIN EXCHANGE has filed complaint against the Great Northern and Burlington roads alleging that grain shipments from North Dakota points to Omaha and Council Bluffs are refused joint rates as provided in the published tariffs.

MINNEAPOLIS grain men feel that they have put up long enough with the 24 hours' limit on the free time and have filed a protest thru W. P. Trickett, mgr. of the Traffic Ass'n, demanding the 48 hours allowed at other points before demurrage takes effect.

THE INTERSTATE COMMISSION has decided that increased carload rates on wheat, oats, rye and flour from Wyoming and Colorado points to Galveston, Texas, and other Gulf ports for export, are reasonable and a recent order of suspension has been vacated.—P.

THE INTERSTATE COMMISSION has authorized the C., M. & St. P. to maintain rates on grain between Duluth, Superior to White Rock, S. D., the same as rates on like effect via the direct lines between Duluth, Superior to Fargo, Wahpeton and Fairmount, N. D.—P.

THE INTERSTATE COMMERCE COMMISSION has suspended from Dec. 31 to June 30 the K. C. Mexico & Orient Railroad tariff which cancels joint export rates on grain from points of origin on the railroad to New Orleans and other Gulf ports via St. L. and S. F. railroad.

The Interstate Commerce Commission has directed the following refunds: D. S. S. & A. and C., M. & S. P. railroads to Condon Brothers \$47.50 with interest at 6 per cent per annum from Dec. 1, 1914, for overcharges on a carload of dried peas from Brimley, Mich., to Rockford, Ill. D. S. S. & A. and C. & N. W. railroads to Condon Brothers \$80.42 with interest at 6 per cent per annum from Dec. 2, 1914, for overcharges on two carloads of dried peas from Brimley, Mich., to Rockford, Ill.

A FINE of \$3,000 for giving free switching to the Globe Milling Co. was imposed recently by the federal court at Buffalo, N. Y., on the Erie Railroad. The road made no charge if the same cars in which the raw material arrived were used in shipping out the product.

CONTRACTS for the construction of the 82-mile extension of the Santa Fe from Shattuck, Okla., southwest into Texas are being let. The Santa Fe has called for bids on the construction of 64 miles of main line on another extension from Lubbock, Tex., to a point 24 miles southwest of Brownfield.

THE CENTRAL STATES CONFERENCE on Rail and Water Transportation was held at Evansville, Ind., Dec. 14 and 15, among the speakers being J. S. Hazelrigg, pres. Indiana Grain Dealers Ass'n; G. A. Freer, pres. National Traffic League; Clifford Thorne, Chairman Iowa State Railway Commission.

UNITED STATES VESSELS carried 84,397,000 bus. of grain during the past season compared with 23,000,000 bus. in 1914, according to the statement issued Dec. 15 by the Canadian board of grain commissioners at Port Arthur, Ont. United States vessels carrying grain numbered 565 in 1916, compared with 138 in 1914.

THE CHICAGO BOARD OF TRADE has filed a petition with the Interstate Commerce Commission and the Dominion Transportation Commission protesting against the readjustment of rates on corn making an advance on shipments from Chicago and Detroit to points in Canada, under tariffs issued by the Grand Trunk, Michigan Central and Wabash effective Jan. 1.

THE BAY STATE MILLING Co., in a brief filed against the Great Lakes Transit Corporation, alleges that the present rate arrangement on wheat drawn from Minneapolis milled in transit and shipped via the Lake Michigan ports to trunk line destinations creates an unjust discrimination against the complainants and a preference to Minneapolis millers and the rate arrangement from Lake Michigan ports on flour and grain products lake and rail to points in trunk line territory applicable via Great Lakes corporation creates an undue discrimination against the complainants and gives an undue preference to the Duluth millers. The petition asks for rates which do not exceed those applying from Minneapolis for transportation on flour and grain through gateways at Lake Superior.—P.

ONE SIGNIFICANT fact that we contend is important is that during the ten-year period from 1902 to 1911, the number of tons of freight handled one mile, with but a slight reduction in the average rate per ton per mile, increased 90 per cent; that this increase in tonnage handled was much greater and the decrease in rate less than heretofore; that this increase in tonnage was handled with an increase of but 7.2 per cent mileage in Illinois, as against an increase of 23.3 mileage in said entire group of railroads named by the railroad attorney; that the average number of tons handled per freight train increased 40 per cent on Illinois railroads, although we have not exact figures on this last statement showing the exact number of tons handled per freight train in the state. We further contend that the revenue per car of grain is greater than the revenue per car of hay, live stock, dressed meats, anthracite coal, bituminous coal and lumber, as shown by statistics of railroads in the United States.—Wm. R. Bach, before Illinois Public Utilities Commission.

FOR MISROUTING shelled corn shipped from Zearing and Steamboat Rock, Ia., to St. Louis and stopped at Burlington, Ia., for inspection the Interstate Commission has awarded reparation from the C., B. & Q. Railroad Co. to the Trans-Mississippi Grain Co., of Omaha, Neb.

THE INTERSTATE COMMERCE COMMISSION Dec. 21 refused to allow the New York, New Haven & Hartford Railroad and its affiliated lines to charge the published demurrage rates on cars held after day allowances which are not placed on storage tracks at their proper destination.

THE FARMERS ELEVATOR Co., of Vermillion, S. D., complains that it is furnished the same number of cars as are supplied to each of the other elevator companies at Vermillion, altho its purchases and sales of grain are twice as great as those of any other company. The South Dakota Railroad Commission has forwarded the complaint to the Interstate Commerce Commission.

THE INTERSTATE COMMERCE COMMISSION in deciding the complaint of the Minneapolis Traffic Ass'n, v. the Ann Arbor railroad holds that the railroad having formed thru routes from the points of origin of wheat milled at Minneapolis, the product of which was forwarded thence to destination in central freight ass'n and trunk line territories, the legal rates for the movement east of Chicago and other Illinois and Indiana junction points to such destinations were the re-shipping rates on grain products in effect at the time the shipments of wheat originated.—P.

RATES on wheat and coarse grains from points in South Dakota to Des Moines, Ia., were found unjust and unreasonable by the Interstate Commerce Commission as alleged by the Des Moines Elevator Co., Beaver Valley Milling Co., and Taylor & Patton Co., and defendant Santa Fe and other roads were given until Jan. 1 to remedy the situation. The proportional rate of 8 cents on wheat and 7 cents on coarse grain from Des Moines to Kansas City, Mo., on shipments destined beyond to points in Kansas, Oklahoma, and Texas not found unreasonable or unjustly discriminatory, except as regards territory intermediate to Omaha and Des Moines, as to which a readjustment is required. Rates on grain from Des Moines to points in northeastern Missouri and near-by points in Illinois on the Wabash Railroad, the Missouri, Kansas & Texas Railway, and the Chicago & Alton Railroad found unduly prejudicial to Des Moines and to accord undue preference to Omaha, Nebr. Defendants required to remove this discrimination.

THE FOLLOWING REFUNDS have been ordered on grain shipments: by the Interstate Commission N. C. & St. L. to Montgomery & Bouldin, \$20.16 for overcharges on corn from McMinnville, Tenn., to Atlanta, Ga., in January and February, 1916. Sauer's Milling Co., Illinois Central Rd., \$179.88 for overcharges on wheat from Chicago to Evansville, Ill., Oct. 29, 1915. St. L. S. W. Rd. to N. V. Cotton Co., \$120.55 for overcharges on wheat and rye from Hornersville, Mo., to St. Louis, Jan. 17, 1916. Pa. Rd. for Urnston-Harting Grain Co., \$3.98 for overcharges on corn from Buffalo to Jamesburg, N. J., Aug. 6, 1915. Cin. Ham. & Dayton Rd. to E. A. Grubbs Grain Co., \$2.80 for overcharges on corn from Covington, Ohio, to Munns, N. Y., Dec. 12, 1914.

SUNDAYS and holidays must be excluded in charging demurrage, the Interstate Commerce Commission in a recent decision holding: We find that Section A of Rule 9, as embodied in the tariffs of defendants, was unjust and unreasonable in that Sundays and holidays were included within the maximum of seven days that any car might be held free, and that the charges for car detention made during said periods, in which Sundays and holidays were not excluded, were to that extent also unjust and unreasonable. We further find that complainants paid and bore charges for the detention of cars on Sundays and holidays included in the seven-day maximum period of free time; that they have been damaged to the extent that the charges collected exceeded the charges that would have accrued had the Sundays and holidays been excluded; and that they are entitled to reparation, with interest.

THE PRESENT STATUS of the Missouri rate refund case is given in a pamphlet by B. G. Dahlberg, St. Paul, Minn., who says action thru the courts has been considerably delayed since May 5 on account of the summer adjournments, but now that the courts are again in session we should before very long secure definite action. To date no argument has been advanced by any of the railroads as to why they should not repay this money which they took from you and which belongs to you, except that they have set out various technicalities in support of their contention that you are now powerless to collect the money from them. Nowhere in their briefs and in none of their arguments do they even claim that it is their money. They simply claim that for various technicalities there is now no power that is strong enough to make them disgorge. We are confident, however, that the courts will sustain your position and give back to you that which belongs to you and which has always been your property.

Work of Office of Markets.

With the actual entry of the government into the supervision of corn grades and its contemplated supervision of the inspection of other cereals under the control of the Office of Markets, the last annual report of that office, of which Chas. J. Brand is chief, becomes of interest. In it Mr. Brand says:

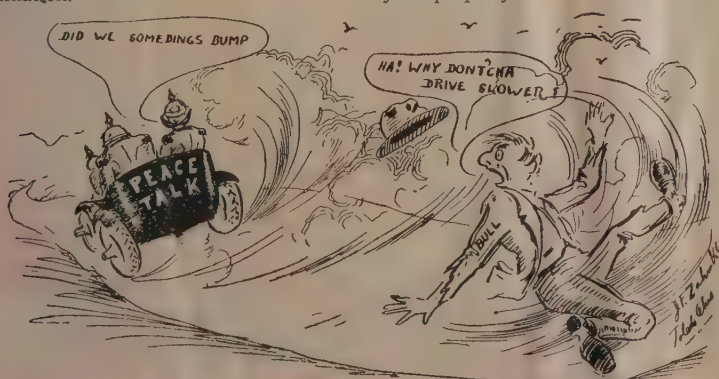
Studies and investigations relating to grain, seeds, and hay marketing were undertaken as a separate project shortly before the beginning of the fiscal year 1916. The purpose of the work, which is under the direction of George Livingston, is to make a careful and detailed economic study of grain, hay, and seed marketing at producing centers and large central markets, together with their sale to the consuming public, in order to obtain information useful to the various agencies engaged in marketing and distributing these products, and for the purpose of offering constructive suggestions for the improvement of the service.

MARKETING GRAIN AT COUNTRY POINTS.—A general survey of the methods of marketing grain at country points in the surplus-grain States of the Middle West was carried on during the summer and fall of 1915. Much useful information was obtained relating to the cost of marketing, methods of purchase and sale, place of sale, prices and price quotations, storing grain, contracting with farmers for future delivery, handling grain for farmers, hazards of the country elevator business, and related subjects. It is planned to make this information available to the public.

TERMINAL-MARKET PRACTICE.—The terminal-market studies which were undertaken during the fall of 1915 consisted of a study of the factors influencing the extent of the contributing territory and the outlet for each market; a comparative study of the organization of chambers of commerce and boards of trade, together with the uniformity and equity of trade rules; terminal charges, methods of weighing, inspecting, and storing grain; charges, functions, and services rendered by brokers, commission merchants, track buyers, jobbers, warehousemen, and other agencies engaged in terminal marketing; prices and causes of their fluctuation; future transactions, their relation to hedging and speculation; private-wire houses and special crop reports; market quotations and other phases of terminal grain marketing.

MARKETING GRAIN AND HAY IN THE EAST AND SOUTH.—An investigation of the retail distribution of grain, grain products, and hay was begun in the early part of 1916. A large amount of information was gathered relative to the functions of exchanges, brokers, jobbers, and retailers; cost of distribution, difference between wholesale and retail price, as well as variation in cash and credit quotations and door and delivery price; general and special methods of retail distribution, together with other information relative to the subject.

DECIDING THE COMPLAINT of the McCaull-Dinsmore Co., against the South Dakota Central Ry., the Interstate Commerce Commission says the rates on oats and shelled corn from points in Iowa and South Dakota to Kansas City, Mo., and other lower Missouri River points are unreasonable because they exceed the aggregates of the intermediate rates contemporaneously in effect. The allegation in the complaint that certain shipments were misrouted is not sustained.



The Peace Note Was Hard on the Bulls.—From J. F. Zahn's Red Letter.

Feedstuffs

STURGEON, Mo., Dec. 15.—Not much feed moving at present; look for good spring trade.—C. W. Glynn.

SEARS, ROEBUCK & Co., Chicago, Ill., have registered the words "Silver Quill" and a design as a trade-mark for poultry feed, No. 99,226.

A SALE of 4,000 tons of cotton seed at \$67 per ton was made recently at Selma, Ala., the highest price paid this season for a large quantity of seed.

PEORIA received during November 6,037 tons of mill feed and shipped 20,203 tons; against 5,915 tons received and 18,726 tons shipped during November, 1915.

THE BIG FOUR MILLING Co., Cleveland, O., has registered the word "Ecota" as a trade-mark for horse, mule, cattle, poultry, hog, and sheep food, No. 98,895.

LOUISVILLE, KY.—Dudley Simpson and Tip Tyler, two employees of the Cottonseed Products Co., recently were smothered when drawn into a bin of cottonseed.

UNION SEED & FERTILIZER Co., Guttenberg, N. J., has registered the word "Surety" as a trade-mark for foodstuffs for cattle and other animals, consisting of cottonseed meal, No. 98,893.

TERRE HAUTE, IND.—Fire starting in one of the corn cob chutes did \$1,000 damage recently to the plant of the Indiana Milling Co., destroying an out-building and burning one-half the roof of the main building.

YANKTON, S. D.—Merchants of this city are promoting the erection of an alfalfa meal mill and are working on pledges from farmers to provide 5,000 tons of alfalfa seed. C. J. B. Harris has been appointed chairman of the alfalfa mill committee.

MILWAUKEE, WIS.—The Charles A. Krause Milling Co. suffered \$50,000 loss by fire on the night of Dec. 8 when a three-story frame building containing 600 tons of feed and 30,000 bus. of grain was completely destroyed, together with four box cars filled with grain. This comprised the dairy feed plant; the corn mill and poultry feed plant and two concrete elevators were not damaged, although their contents were slightly damaged by water. The loss is fully covered by insurance and Mr. Krause will rebuild.

OATS are not a hog feed, reports the Ohio Exp. Sta. Hogs fed a ration consisting of oats and tankage made slower gains and required more feed per pound of gain than those given corn and tankage in feeding tests. The use of oats is profitable only when the grain is much lower in price than corn. One lot fed nine parts of corn to one of tankage gained one and three-fourths pounds a day and ate 430 pounds of feed for 100 pounds of gain, while another lot fed oats and tankage in the same proportion gained only a pound apiece daily and required 571 pounds of feed for 100 pounds gain. Representative hogs of the two lots dressed 80.3 and 76.1 per cent, respectively, which alone, if the corn-fed hogs were worth \$10 per 100 pounds of live weight, would give the oats-fed hogs a value of only \$9.48 in comparison. The pork from the corn-fed hog contained a larger amount of fat than that from the oats-fed hog. Because of the coarse, fibrous nature of oats,

animal husbandmen advise against the feeding of this grain to hogs except in small quantities and then only when oats are cheap.

CEDAR RAPIDS, Ia.—Creditors are seeking E. C. Counsell, doing business as the Southwestern Feed Co. He has disappeared.

A NEW FEEDINGSTUFFS LAW for Michigan is proposed, to include bran and middlings as well as those named in the present law.

SAN FRANCISCO, CAL., Dec. 1.—This market received 1,392 tons of bran in November, 1916; compared with 1,706 tons in November, 1915.—Henry C. Bunker, chief grain inspector.

Exports of Feeding Stuffs.

Exports of feeding stuffs during October, 1916, compared with October, 1915, and during ten months ending October, 1916, compared with the corresponding period ending October, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	October— 1915	1916	10 mos. ending Oct. 1915	1916
Bran and middlings	2,274	339	15,553	5,189
Dr. grns. and mlt. sprts.	97	157	1,758	1,566
Mill feed	662	5,309	15,136	34,957
OIL CAKE AND OIL CAKE MEAL (Lbs.)	2,411,000	27,496,019	16,676,098	
Corn	125,012,474	123,586,257	1,191,707,727	972,185,020
Cottonseed	42,713,457	76,791,344	507,879,494	555,162,181
Linseed				

Concrete Elevator for Dodge City, Kans.

The use of reinforced concrete in the construction of small grain elevators marks a great improvement over the fire-traps of the past. The experience of those who have used it is unanimously in its favor. It is not only very satisfactory for the storing of grain but is practically fireproof and is well known for its strength and durability. Today very few terminal elevators are built of wood, and in country elevators fireproof construction is rapidly coming into more general use.

The elevator shown in the illustration below is constructed entirely of concrete with Hy-Rib steel reinforcement. It is equipped with steel leggings and spouting thruout and is operated by a 10 h. p. motor.

It was built for the Davidson Grain Co., at Dodge City, Kans.



Concrete Elevator of Davidson Grain Co., at Dodge City, Kan.

Drying of Damp and Garlicky Wheat.

Tests made by the government in drying 7 lots of garlicky wheat and handling hot wheat confirm the experience of grain handlers that drying is of great practical value, while the records of weights and percentages given in Bulletin No. 455 make interesting data for reference.

The maximum amount of water in the garlic before drying was 41.74% and the minimum 25.85%, while the average was 37.92%. The maximum water found in the garlic after drying was 29.73% and the minimum 18.15%, with an average of 23.41%. The average reduction in the moisture content of the garlic during the drying was 14.51%. The average reduction in the moisture content of the wheat was 5.1%, the average moisture being 13.9 before and 8.8% after drying.

Many bulblets of garlic from the dried wheat were found to contain considerable moisture after a severe drying, while other bulblets from the same lot were shriveled and brittle. This was due to the hot air not being equally distributed to every particle and to the garlic being in different stages of maturity.

One lot of about 500 bus. of hot wheat was run into a bin directly from the heating chamber of the drier without cooling, in order to note the effect of hot wheat on the garlic. The temperature of the air in the drier during the drying of this lot of wheat was 180° F. Five samples of this hot wheat were placed in thermos bottles, and the temperature of the wheat was found to range from 140° to 154°, with an average of 148° F. The moisture content of this dried wheat ranged from 8.2% to 8.8%, with an average of 8.5%. The moisture of the garlic taken from the drier was found to be 27.4%. After the wheat had been in the bin for 48 hours the temperature decreased to 114° F. and the moisture content of the garlic was reduced from 27.4 to 14.23%, a difference of 13.17%. At the end of 5 days and 22 hours samples were again taken, when the temperature of the wheat was found to be 104° F. and the moisture content of the garlic 11.04%, a total reduction in the moisture content of the garlic of 16.36% in the time specified.

Another lot of approximately 500 bus. was run from the drier after being partly cooled. The moisture content of this wheat from the drier was 9.1%. The moisture content of the garlic taken from this wheat from the drier was 26.25%. The moisture content of the gar-

lic after being held for 70 hours in the bin was 20.34%, a reduction of 5.91%. The wheat at the end of 70 hours was still warm, the temperature being 106° F.

Wheat dried to a moisture content of 8 or 9% will not deteriorate or start fermentation if left in a bin warm. This method assists in removing the moisture from the garlic, which in turn makes the garlic lighter and more easily removed from the wheat.

The average quantity of garlic in this wheat before drying was 14 one-hundredths of 1%, and the average quantity of garlic in the wheat from the drier was 13 one-hundredths of 1%. The average quantity of garlic in the wheat going to the rolls after a very thoro cleaning was 3 one-hundredths of 1%, which is equivalent to approximately eight or ten dried garlic bulbets in each pound of grain. This quantity of garlic in wheat, if taken in its natural state, when the bulbets are hard and firm, has been found to impart a slight garlicky odor to the flour. Fortunately, however, the drying process changes the strong pungent odor of garlic to a milder one, so that it requires a higher percentage of dried garlic to affect the odor of the flour.

The results of these investigations show practically no bad effects from the drying of wheat at 140° F. and indicate that this temperature is probably the most satisfactory for the drying of wheat, either with or without garlic, for milling purposes. More extensive experiments may show that wheat can be dried at a higher temperature than 140° F. without having a bad effect on the flour. Every test except one where the wheat was dried at 180° F. and above gave poorer results in the baking test from the standpoint of loaf volume and texture than when dried at 140° F.

If wheat is dried down to 9% of moisture or below for the removal of garlic, great care must be taken in tempering it back to the normal amount of moisture. In order to restore the moisture content of the dried wheat to normal, which is important for good milling, the wheat should be tempered at least twice, and more if necessary. After the wheat is tempered it should be stored several hours before mixing or before another tempering is made, in order to allow the moisture to penetrate into the kernel. Several hours after the last tempering the wheat should be run from the bin and a thoro mixture made. This last process assists in mixing the dry and wet spots and makes a more even mixture at the rolls.

I ALWAYS enjoy my visit with the Journal people.—C. W. Glynn, Sturgeon, Mo.

BETTER POSTAL service at cheaper rates is blocked by the extravagant appropriations for public buildings. The omnibus building bill now in the House appropriates \$35,000,000, mainly for post offices in small towns, and has been vigorously attacked in an analysis by Congressman James A. Frear of Wisconsin showing that it now costs the government annually on the average \$824 to rent the offices, while the annual cost of running the offices erected by the government is \$3,315. The omnibus bill is full of "pork." Mr. Frear mentioned Marianna, Fla., where the government is paying \$350 a year rent for an office in a town of 1,915 population, and the bill appropriates \$70,000 for a post office. For a court house at Fernandina, Fla., holding court only 4 days a year the federal government is to contribute \$430,000.

Supply Trade

CHICAGO, ILL.—Articles of incorporation have been taken out in Michigan for the Shinn Mfg. Co., capital \$150,000.

MAROA, ILL.—We are shipping today thru the John S. Metcalf Co. one style P4 Boss Air Blast Car Loader to the Argentine Republic.—Maroa Mfg. Co.

MONTICELLO, IND.—The C. A. Shultz Mfg. Co. has recently taken over the Shultz King Seed and Grain Cleaner. Special machinery is being installed for the manufacture of these machines, and it is also proposed to erect a large, fire-proof factory in the very near future.

KANSAS CITY, Mo.—The Kansas City Mill & Elevator Supply Co. has called a meeting of its creditors for Dec. 28. It writes that liabilities run between \$6000 and \$7000 with assets in the form of office furniture and accounts, some of which are in dispute of a value of less than \$1000. E. B. Lehrack was secy. and treas. of the company.

THERE is no mirror that so reflects the basic elements of your business as the advertising and the medium you employ. Make your message to guide your prospects to bigger business. The fact that discriminating advertisers have selected the Journal and only the Journal to accomplish that purpose for them invites you to study the meaning of their judgment.—Ralph.

SILVER CREEK, N. Y.—The Huntley Mfg. Co. has acquired a large factory at Tillsonburg, Ont., for the manufacture of Monitor Machinery. The location is an ideal one and will give to the Huntley Mfg. Co. many important advantages in economical transportation facilities. This company will have the distinction of being the only American manufacturers of grain cleaning machinery operating two complete, individual factories, one on each side of the border.

HOISTING APPLIANCES used in the construction of grain elevators need close examination and if defective should be placed in safe condition for use immediately. The superintendent of one elevator building firm persisted in using a defective hoisting engine after his attention had been called to its need of repairs, with the result that the firm's foreman, who did not know the engine was in bad order, fell 40 feet with a load of concrete and was severely injured. The Texas state supreme court recently affirmed a judgment in his favor for \$3,000 damages.

NEW YORK, N. Y.—Believing that the use of standard products as advertising bait to sell anonymous bulk goods at highly speculative prices contributes in a large measure to the present oppressive cost of living, the house com'te on interstate and foreign commerce will soon take up the Stephens Bill. It is stated in spite of rising cost of material goods bearing the makers' name have not advanced in price. The supporters of the Stephens Bill insist that the stability of price which branded goods is showing in the present inflated market for unidentified bulk goods is proof that the bill's speedy enactment is of vital interest to the consuming public. It behooves all consumers to urge their congressmen to press this bill for passage.



HILL FRICTION CLUTCHES

If your catalog file does not contain a copy of our Friction Clutch Catalog No. 8, send for one. It contains lots of clutch data well worth knowing, besides describing the improved Smith Type Hill Friction Clutch.

The HILL CLUTCH Co.
CLEVELAND, OHIO

GERMAN SOIL needs fertilizer. Europe's soil is too old to produce large yields without fertilizer. England, France and Italy are able to import what their soil needs. Germany cannot. Germany normally import 800,000 tons of Chilean nitrates a year, nearly all going into fertilizers. They also import 500,000 tons of phosphate rock. Importations of vegetable products such as linseed for fertilizers, have been millions of tons a year. Germany's yield per acre has fallen off materially because of inability to import all these things. Her chief crop is potatoes. Crop this year was only forty per cent as large as the year before the war. Some think food shortage is causing Germany to favor peace.—C. A. King & Co.

SUBJECTING IMPORTED FLOUR to the regulation that it must contain 76 per cent of the wheat from which it was milled is erroneous in principle. As a domestic regulation to conserve the supply of wheat in England it has great merit; but while ships are in short supply the flour from foreign countries should be as concentrated and nutritious as possible. Boats leaving America and Australia for Great Britain should leave all coarse offal behind. Why pay a cent a pound freight on stuff that is not worth one-half cent as food? As long as the English miller is compelled by law to produce a less desirable flour he should be protected, not by requiring foreign millers to produce their flour under similar conditions, but by imposing an import duty on fancy white flour, adjusted on the ad valorem principle so that the fastidious British consumer would be compelled to pay slightly more than the British miller would charge were he permitted to manufacture high grade flours. Or the British miller could be permitted to put out a high grade flour by paying a similar tax, leaving the consumer to pay the bill. All taxes so collected could be expended in the purchase of increased quantities of wheat for sale by the government at reduced prices to English millers.

Supreme Court Decisions

Refusal of Goods Damaged in Transit.—Where goods are damaged in transit through causes for which the carrier is responsible, and the loss is partial, the consignee cannot refuse to accept them, and sue for their value, but he must receive the goods, with the right to recover damages actually sustained.—*Whittington v. Southern Ry. Co.* Supreme Court of North Carolina. 90 S. E. 505.

Landlord's Lien.—A landlord allowing his tenant to keep a quantity of corn due as rent, instead of delivering it to him, in order that the tenant might use it during the next year for seed, was not entitled to a lien for such corn; it not being "furnished" within article 5475, *Vernon's Sayles' Ann. Civ. St. 1914*, as to landlord's lien.—*Garden Valley Merc. Co. v. Falkner.* Court of Civil Appeals of Texas. 189 S. W. 300.

Contract for Reduced Rate.—A contract for a freight rate less than the rate established by the carrier in accordance with the provision of Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379, is illegal notwithstanding at the time the contract was entered into the rate therein provided for was the legally established rate.—*W. M. Carter Planing Mill Co. v. New Orleans, M. & C. Ry. Co.* Supreme Court of Mississippi. 72 South. 884.

Damages for Discrimination.—Where a railroad allowed a competitor of plaintiff rebate of 50, 25 and 15 cents per ton of coal shipped, together with a fixed sum to pay the rent for their coal yards, plaintiff was entitled to recover from defendant the difference between the amounts paid by him, and the amount he would have paid at the lowest rate charged or received from any person for like services, under similar circumstances and condition.—*Hall v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 99. Atl. 63.

Furnishing Cars.—Where the carrier agreed to furnish cars to the shipper, whose place of business was at N., 50 miles from the carrier's nearest line point, no guaranty of delivery at N. was necessary on which to base liability for failure to deliver. A railroad may bind itself by contract to furnish cars at a place not on its own line, but that of a connecting carrier. A traveling fast freight soliciting agent, soliciting freight at points not on the carrier's lines, is a general agent, with power to bind the carrier to furnish cars at such points.—*Kissell v. Pittsburgh, Ft. W. & C. Ry. Co.* Kansas City Court of Appeals. 188 S. W. 1118.

Carrier's Duty to Notify Consignor.—Where fruit consigned to shipper, another to be notified, is rejected by the "notify party," the carrier is liable in conversion if it sells the fruit without notifying the consignor, unless the fruit is so far-decayed that there is not time to do so or for some other reason it is impracticable; notice to the "notify party" not being sufficient, since, under Rev. St. 1909, § 3113, providing that notice of shipment shall be given to a "notify party" as if he were consignee, his status is that of consignee.—*F. W. Brockman Commission Co. v. Missouri Pac. Ry. Co.* St. Louis Court of Appeals. Missouri 188 S. W. 920.

Breach of Contract to Supply Cars.—As a general rule, damages for breach of a carrier's contract to supply cars may be predicated with reference to all that was in the reasonable contemplation of the parties in performance of the agreement. Under a contract to supply cars for shipment of live stock, which the carrier broke by delay in supplying cars, knowing that the stock was intended for sale on the market in a distant city, the measure of damages is not the amount of depreciation at the point of shipment, but the depreciation in market

value at the destination; that being within the reasonable contemplation of the parties.—*Levy v. Nevada-California-Oregon Ry.* Supreme Court of Oregon. 160. Pac. 808.

Carrier's Unreasonable Delay.—Although a contract limiting liability of a carrier for negligence in respect of delay in transportation casts the burden of showing negligence on the shipper, and a slight delay does not make a prima facie case, the shipper need not show a distinct culpable act, so that where several cars of stock were 76, 62, and 53 hours, in covering a distance usually requiring 30 to 36 hours, there was an unreasonable delay sufficient to raise an inference of negligence and shift the burden to the carrier to show that the delay was beyond its control, unavoidable, or a necessary incident to the proper operation of its railroad.—*Louisville & Nashville R. Co. v. Montgomery.* Supreme Court of Tennessee. 188 S. W. 1146.

Carrier's Liability for Damage.—An initial carrier, issuing its B/L for an interstate shipment of goods, becomes liable to the lawful holder of the B/L for damage to the shipment, caused by it or any connecting carrier over whose lines the shipment passes before reaching destination. The receipt of goods in a damaged condition raises a presumption of the delivering carrier's negligence. In action against carrier, upon proof of receipt by carrier of goods in good condition, issuance of bill of lading therefor, and subsequent damaged condition, the burden was upon the carrier to show the transit of the goods had terminated prior to the damage complained of.—*St. Louis, I. M. & S. Ry. Co. v. Cunningham Commission Co.* Supreme Court of Arkansas. 188 S. W. 1177.

Demurrage Does Run Until Cars Are Accepted for Transportation.—Where a shipper ordered cars for loading tanbark during the pendency of a railroad embargo on pulp wood at destination, and loaded such cars with pulp wood, and the railroad refused to transport them, notifying the shipper to unload, which he refused to do, the loading of the cars by the shipper, and his refusal to unload upon demand, was not a use of the cars "for transportation," and a "service of them in connection therewith," authorizing a demurrage charge, for the time the cars were held on the tracks before the road accepted them for transport after raising of the embargo, under St. 1915, §§ 1797-4, 1797-10.—*C. & N-W. Ry. Co. v. Pulp Wood Co.* Supreme Court of Wisconsin. 159 N. W. 734.

Connecting Carriers Under Carmack Amendment.—Carmack Amendment to Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386, as amended by Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [Comp. St. 1913, § 8592]), declaring that the initial carrier shall be liable to the lawful holder of the bill of lading or receipt for any loss, damage, or injury caused by it or by any connecting carrier, does not impose upon the shipper the burden of establishing, in a suit against the initial carrier, that the loss was in fact caused by the initial or connecting carrier, but merely extends the common-law liability of the initial carrier to all losses, whether occurring on its line or that of a connecting carrier.—*C. & E. I. R. Co. v. Collins Produce Co.* U. S. Court of Appeals. 235 Federal 857.

Carrier Liable for Misdelivery.—Where consignee of grain deposited B/L with carrier's agent at board of trade on arrival of the grain, and sold the grain, giving an order misdirected to another carrier, which issued a new bill, and the purchaser defaulted on his check, and the consignee notified the carrier to hold the grain, but instead it delivered it to the other carrier, the consignee had a right of action based on the right of stoppage in transitu, the purchaser not having possession of the B/L so as to make his transfer valid under St. 1915, § 4425, as to transfer without indorsement, and the right of stoppage in transitu existing in the consignee's favor against the carrier until either actual or constructive possession passed to the purchaser.—*Bell v. C. & N-W. Ry. Co.* Supreme Court of Wisconsin. 159 N. W. 914.

Peterboro Oat Mill Devastated by Dust Explosion.

The terrific explosion which wrecked the plant of the Quaker Oats Co., at Peterboro, Ont., on the morning of Dec. 11 parallels the other remarkable dust explosions of history in loss of life, value of property destroyed and mystery surrounding the cause of the explosion.

The big plant had orders for months in advance and was running night and day. The grain elevators were heavily stocked with oats and wheat, and the new warehouses were filled with manufactured cereals.

At 10 o'clock Monday morning a terrific explosion made itself felt through every building in the plant. The boiler room and part of the drying room were blown out in the lower floors and the floors above dropped into the cleared space. Simultaneously an immense tongue of flame and smoke flashed 500 yards into the sky.

Confusion reigned throughout the other buildings. The shock put the automatic sprinkler fire extinguishers out of commission. In the oat mill and other buildings close to the initial explosion floors heaved, pulleys came down and the air filled with dust so thick employees had to grope in darkness to get out. In three minutes all the north end of the Quaker Oats plant was aflame from cellar to roof.

Thos. McMahon, assistant engineer, was in the boiler house and happened to be near a door through which he was blown to safety. Thos. Hickey, in the elevator section, also was blown through a door and escaped. Edward Bedding ran out blazing like a torch and all his clothes burned off him.

Nearly 300 girls, who had been trained in fire drill, escaped, but without their belongings.

Eighteen men are in the hospital badly burned, two fatally. Nine men are missing and six are known to be dead.

W. H. Denham, local manager of the company, was unable to place the cause of the fire. Fire Chief W. A. Howard states that the explosion blew nearly one-third of the main building to pieces, demolished the engine room and stripped the drying room adjoining. Within an hour after the fire broke out the walls commenced to crumble and fall, one by one.

The only part of the plant, aside from the concrete tanks, representing a \$2,000,000 investment in buildings and equipment and stock, still remaining is the south end of a new storehouse built on the fireproof plan. One-half of this building collapsed, leaving piles of grain 30 ft. high smoldering, while the other half of this building burned like a furnace all night.

The insurance on the plant totaled \$1,223,000.

The boiler house was at the extreme north of the plant, a low building, of a story or two. It leaned against the wall of the 8-story factory. The basement of the factory was used for the company's electric sub-station. Immediately above it was the bag-cleaning department, then a packing department, above that the grinders, and in the top floors the huge tanks. When the fire was in its incipency the north end of this building had been blown away as cleanly as if cut with a knife, except that some of the tanks hung precariously from beams above. The galvanized iron covered elevators were burned. Eighteen concrete storage tanks successfully resisted the flames.

War Affecting the Grain Trade.

EVEN RYE BREAD is dear in Denmark, so that an admixture of 20 per cent barley has been authorized.

SWITZERLAND has prohibited the sale or consumption of new bread, in order to reduce the requirements.

THE PRICE of home grown wheat for the crop of 1917 has been set by the Royal Commission of Great Britain at \$2.27 per bushel.

ALL SPACE in steamers of the International Mercantile Marine Co. for steel and wheat has been taken over by the British government.

OCEAN FREIGHTS have again been rising. Recent charters have been made at 55 cents per bushel from the Atlantic seaboard to Lisbon, Portugal.

AN EMBARGO on exports of wheat has been placed by Russia, according to German newspapers. They estimate amount available for export in that country as very light.

OCEAN FREIGHTS now being paid by British merchants on corn from the United States run as high as 70 cents per bushel, and even at that little room is obtainable in the open market.

SIR RICHARD WINFREY, undersecretary of state for agriculture, announced Dec. 19 in the house of commons that the government would fix a price for home grown wheat for the season 1916-17.

STATISTICS given by Capt. Schroter of Hamburg recently show that 490 German steamers are still at home, 621 are tied up in neutral harbors, 267 have been captured by the enemy and 152 have been destroyed by mines or torpedoes.

THE DUTCH GOVERNMENT, according to reports from the Hague, is likely to mobilize all of the Dutch fleet to bring in food and feed supplies. A capacity of 200,000 tons is needed ordinarily, but under the present conditions it requires 470,000 tons to do the work.

IT IS INTENDED to fix the price of home-grown wheat at 60 shillings and similar action will be taken in regard to potatoes, oats and barley, the prices for which are now under consideration, said Rowland E. Prothero, pres. of the Board of Agriculture at London, Dec. 20, to a meeting of farmers.

HOLLAND has increased its requisitioned space for shipment of grain on all Dutch vessels leaving American ports prior to Jan. 31, 1917, to the extent that less than 10 per cent of their cargo room will be available for private shipment, according to cable instructions received by the Holland-American line at New York.

AMERICAN MILLERS' British trade in their special brands of flour will be completely wiped out by the order forbidding the use of fine flours. If the American millers can obtain exact specifications of the grades and color permissible under 76 per cent extraction rule they will be well able to compete in price with English millers.

HIGHEST WAR prices in grains in other years were scored after end of war. True of Napoleonic, Civil and Franco-Prussian wars. This is bullish on the long-distance outlook, though immediate effect of peace would be bearish. Prophesying is not our business. Nobody can foresee when peace may come, any more than war was foreseen. The fact that peace has actually been proposed will be an unsettling factor on all extreme advances. Immediate changes will follow progress of negotiations.—Southworth & Co.

BRITISH GOVERNMENT has decided to enforce the milling of a straight grade flour only. A greater number of loaves will be made from a bushel of wheat, but this will mean a smaller production of offals. All feedstuffs are very high. Reducing the output of millers' offals will increase the price of other feedstuffs. That will increase the cost of raising cattle which will mean dearer meat. War prices are pretty hard to beat.—C. A. King & Co.

Crop Improvement

THE CROP Improvement Com'te of the Council of Grain Exchanges, report that about one thousand seed growers are co-operating in growing and distributing proper seed.

IN A REPORT on county agent work the Department of Agriculture states that yields of corn in fields managed as demonstrations under supervision of the county agents increased on an average 12.8 bus. per acre over the average yields for the region. Yields of wheat increased 8.4 bushels per acre and yields of oats increased 11.7 bushels.—P.

THE COUNTY AGENT work began in Iowa Sept. 1, 1912, in Clinton and Scott counties. Since that time 20 counties have perfected organizations and now have their agents at work. Three more counties have completed their organizations and at present are selecting agents. A large number of other counties are beginning to organize, says Leader J. W. Coverdale in Bulletin No. 46 on "The County Agent Movement in Iowa."

FARMERS will have to do without their spring supply of fertilizer needed to produce the high-priced crops, unless their orders reach the dealers and manufacturers earlier than in other years, as on account of the shortage of freight cars the carriers will be unable to handle the greatly increased spring movement of fertilizer. Instead of ordering minimum cars of 15 tons as usual the National Fertilizer Ass'n urges ordering the maximum number of full capacity cars, as the railroads can spare only a limited number of cars for fertilizer shipments.

A GROUP of millers in southwestern Minnesota has enlisted the elevator men in a campaign to discourage the growing of velvet chaff wheat. The Crop Improvement Com'te is joining in the campaign furnishing reading matter for all the newspapers in the territory and has started a seed survey thru the schools so that every farmer will have an opportunity to say whether he has or has not enough Marquis wheat for spring sowing. Marquis wheat has been selected as the variety to urge on account of its excellent milling properties; because it matures from five to ten days earlier than other wheat; because it does not shatter so readily as blue stem or red fife during harvest, even when it is over-ripe; because the straw is shorter and stiffer than blue stem so that it suffers less from lodging; and because it is more rust-resistant than blue stem. The millers and the elevator men will supply the seed at cost. The seed will be cleaned and it will be an opportunity to introduce the one variety instead of many varieties, which has been working against the growing of wheat. Grain smut does not bother much in this territory altho the treatment of seed grain with formaldehyde is also urged. Upon the success of this campaign will depend similar campaigns in all territories where farmers, elevator men and millers are awake to the seed situation.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

Grain Dealers Journal

La Salle St.

Chicago, Ill.

Patents Granted

1,209,621. Apparatus For Unloading Cars. (See cut.) Henry Richardson, Passaic, N. J. A tiltable car supporting table, a pair of bumpers, one at each end of the table, the bumpers being movable into and out of car-engaging positions, operating mechanisms for the table, a motor for the operating mechanism and devices under the control of the bumpers in accordance with their positions for controlling the starting and stoppage of the motor.

1,207,763. Apparatus For Treating Grains. (See cut.) Adolph Jaeger, Jackson, Mo., assignor of forty-five one-hundredths to Arthur O. Knight, St. Louis, Mo. The combination of a screen within a tank, a steam coil extending around the screen between it and the outer wall of the tank, a plurality of inclined screens centrally disposed within the first mentioned screen, a continuously movable air-tight inlet valve above the uppermost screen, a continuously movable air-tight outlet valve, and means for creating a vacuum within the tank.

1,208,795. Tally For Scale-Hoppers. (See cut.) Oscar A. Kneeland and Louis A. Walling, Minneapolis, Minn. The combination with a hopper or bin having a pivoted drop gate and an operating rod connected to the gate, of a pivoted abutment bar, the operating rod having a part adapted to be arranged to be interlocked by the abutment bar by lateral movement

along the bar, the bar, when depressed, serving as an abutment to hold the gate in a closed position, and a tally comprising a fixed pointer, a movable dial, a dog-equipped lever, and a link connecting the lever to the abutment bar.

1,209,120. Machine For Grading And Separating Cereals And Other Granular Substances Or Materials. (See cut.) Henry Coghlan and Harold Coghlan, Stockport, England. An endless traveling sieve mounted at an incline, a feeding device located near its upper end to supply it with the material to be treated, a pair of rotary brushes between the feeding device and upper end of the sieve to clean the sieve, an outlet at the lower end of the machine, and means located in front of the feeding device below the sieve for intermittently vibrating and brushing the sieve to cause the substance or material fed to continuously gravitate thereon and also augment the action of the pair of brushes.

1,208,075. Door Structure For Metallic Storage-Bins. (See cut.) John E. Allsteadt, Hastings, Neb. A storage bin having an opening in one of its walls, a strip attached to the bin beneath the opening with its upper portion flaring upwardly and outwardly and spaced at its upper edge from the opening and above its lower line, a closure for the opening seating when closed upon the flaring portion of the strip, brackets extending from the wall of the bin above the upper line of the strip and in advance of it, and a chute having vertical sides and pivoted by its sides to the brackets, the inner edge of the chute being extended to engage when open beneath the flaring portion of the strip, the strip and the closure cooperating to retard the flow of the material to control its discharge from the bin.

Alton Millers Joins Southwestern Agency.

The Southwestern Agency conducted by Chas. H. Ridgway at Kansas City will be enlarged Jan. 1 by the addition of the Millers Mutual Fire Ins. Ass'n of Illinois, Alton, Ill., to the four which founded the agency in 1907, the Millers National, the Michigan Millers Mutual, the Ohio Millers Mutual and the Western Millers Mutual Fire Insurance Co. The office hitherto maintained by the Millers of Alton will be consolidated and discontinued, Rollie Watson, who successfully managed the Wichita office, becoming assistant manager of the agency at Kansas City, which is now in position to give better and more economical service than ever before.

Calendars Received.

While the crop of calendars this year seems to have been cut short by the high cost of paper, and the increased cost of production, still those coming in are of superior quality.

The first comes from Enid, Okla., with the best wishes of Randels & Grubb that "every day the whole year thru may bring health, wealth and joy to you."

From the Merchants Hay & Grain Co., of Indianapolis, comes a wall calendar decorated with an artistic water color, with the legend that "Everybody here sends to everybody there greetings for the New Year."

From the Goshen Milling Co., Goshen, Ind., comes a very attractive calendar, decorated with a splendid reproduction of a water color of its famous dam.

Lowell Hoyt & Co., of Chicago, in sending their Christmas wishes, send one of their famous calendars, decorated with wise saws and quaint sayings.

The Aunt Jemima Mills Co., St. Joseph, Mo., sends a pleasing wall calendar decorated with Little Boy Blue wearing a Red Top.

The Globe Mills of El Paso, Tex., sends an artistic wall calendar, decorated with a water color of a beautiful girl.

Christmas cards and remembrances are being sent out in generous abundance by members of the trade. One of the novelties comes from J. F. Zahm & Co., in the form of a music roll, conveying the Christmas wishes of the popular members of that firm.

Bert A. Boyd favors his host of friends in the trade with a beautiful illustrated copy of "All the Year Round" by James Whitcomb Riley. No joke about it. Just a handsome volume of true Hoosier cheer.

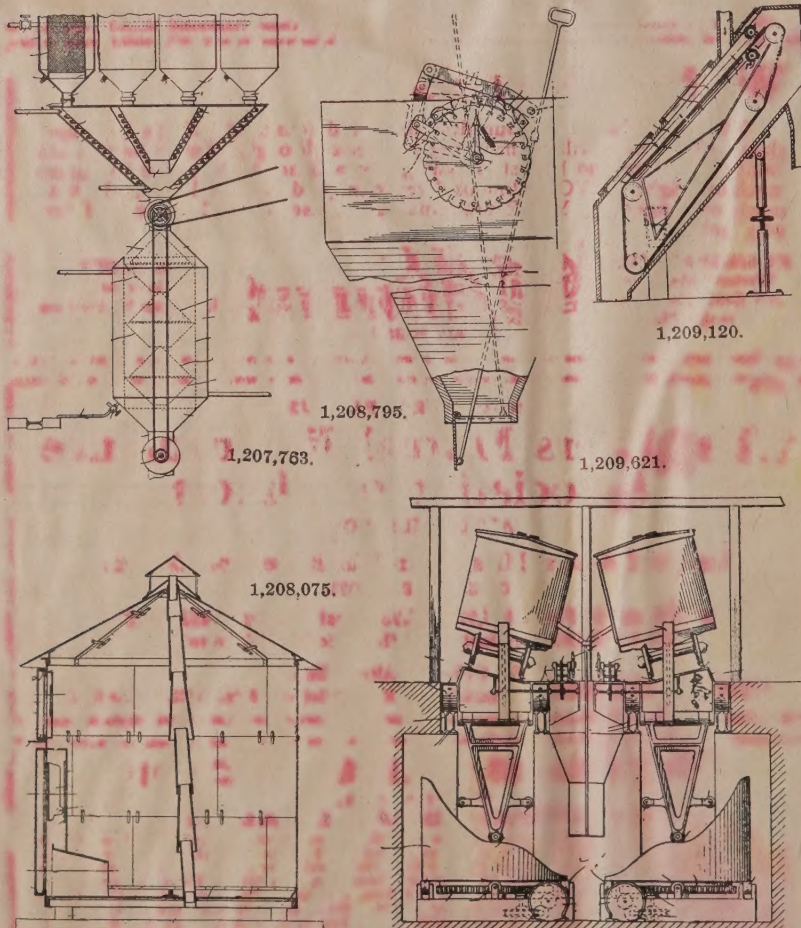
Some members of the trade have not been content with a simple card, but have used ornate folders, in the hope of better expressing their Christmas sentiments. Bossemeyer Bros., of Superior and Wichita, send a thotful, carefully prepared message of cheer on a lithographed folder.

The Darragh Co., of Little Rock, drop into poetry as follows:

Accept our old fashioned wishes,
For the sake of Auld Lang Syne,
"A Merry Christmas and Happy New Year,"
Good luck to thee and thine.

This year our wish is just the same,
Expressed in a different rhyme,
But it is sincere and we truly wish
"Good luck to thee and thine."

THE WORLD'S IMPORT requirements are estimated by the London Grain Reporter at 376,000,000 bus., of which it is expected 140,000,000 bus. can be obtained in America and 236,000,000 bus. from other sources.



The GRAIN DEALERS' JOURNAL.

Insurance Notes.

FIRE LOSSES in the United States and Canada during the 11 months of 1916 ending Nov. 30 amounted to \$209,000,000, against \$162,000,000 during the corresponding months of 1915.

E. P. JONES, at one time with the Millers National Ins. Co., and inspector for the four companies in Ridgway's agency at Kansas City, has resigned to accept a position as superintendent of the line of elevators of the Larabee Flour Mills Corporation, Hutchinson, Kan.

AMENDMENTS to the Illinois workmen's compensation act will be considered at a conference to be called soon by the Illinois Industrial Board with representatives of the employers and employed, especially to facilitate the work of the Board, the three members of which are behind with the hearings of 250 contested cases.

The quality of gasoline, at present on the market, is receiving much consideration by state and municipal authorities owing to the many accidents and explosions that have occurred. It is believed that casing head gas is used in kerosene and sold as gasoline. Casing head gas is the most deadly explosive known.

ON THE TRIAL of an action under the Workmen's Compensation Law, it is not error to refuse to grant a continuance for the purpose of permitting time to elapse to ascertain whether the injuries are temporary or permanent, where more than a year has passed between the time of the injury and the time of the trial. —McCordle v. Red Star Mill & Elevator Co., Supreme Court of Kansas, 100 Pac. 983.

THE NATIONAL ASS'n of Mutual Insurance Companies has published the proceedings and papers of the 21st annual meeting at Reading, Pa., in September, in a paper-bound volume of 200 pages making a valuable addition to the library of any mutual insurance man. A list of individuals delegated to attend and the names of the companies, 332, holding membership, is given. Harry P. Cooper, sec'y, Crawfordsville, Ind., announces that the next annual meeting will be held at Kansas City, Mo., Oct. 16-19.

AT THIS SEASON flues and chimneys should be examined and stoves and other means of heating put in proper condition and protected against accidents. Soft coal stoves are a very fruitful source of fires, in elevators especially. Ask for our standard stove and chimney specifications. In cold weather gasoline engines cause lots of trouble and endanger life and property. The cold weather makes starting difficult and the occasional freezing in water cooling systems adds an additional hazard to the starting and handling of gasoline. Tripping the ignition by hand in shutting gasoline engines is very dangerous, as it will cause back-fire if conditions are right, and, if the engine is on dead center, may blow the engine head out or cause other damage.—Mutual Fire Prevention Bureau.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary
Write for Information
Regarding Short Term Grain Insurance

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU OXFORD, MICH.

Millers National Insurance Co.,
Chicago, Ill.
Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio
Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

or
Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.
The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.
Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

Water Barrels

The water barrel is your first line of defense, and if it's in proper shape, the Enemy will be hard put to break through. But if barrels are empty or frozen and buckets missing, you will not be in shape to put up much of a fight. Is YOUR line of defense in good shape? If not, why not? much of a fight. Is YOUR first line of defense in good shape? If not, why not?

FITZGERALD & McCOTTER
Western Managers
307 Grain Exchange
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

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of same at Cost.

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H. B. SPARKS, President

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HOME OFFICE: Alton, Illinois

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Facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the sales account. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Portage, Gross Tons, Net Tons, Price Per Ton, Amount. This book is 8 1/2 x 11 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board covered with cloth; has leather back and round leather corners. Price, \$2.94. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.

The GRAIN DEALERS JOURNAL.

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requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

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Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

Form No. 411-B contains 100 sets all Form E. Price \$1.25.

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Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x14 inches. The best ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

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